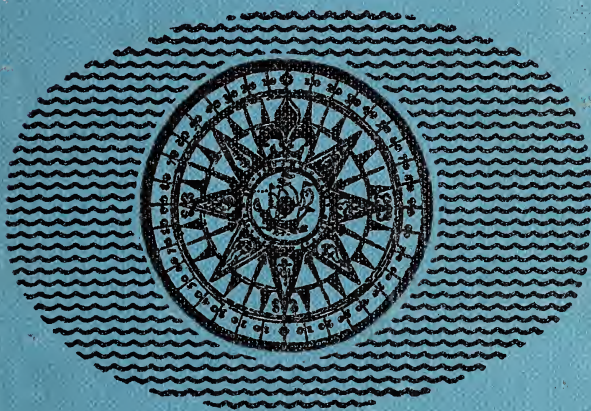


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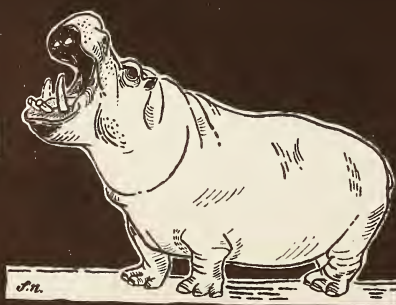
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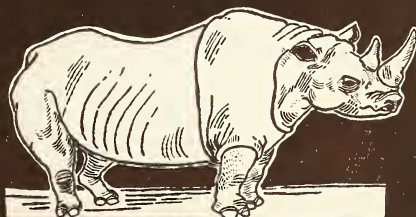
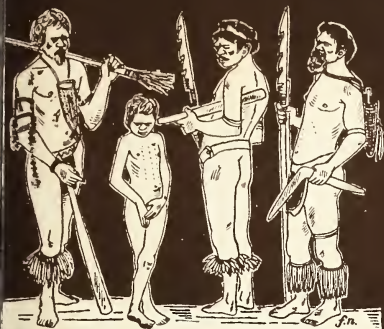


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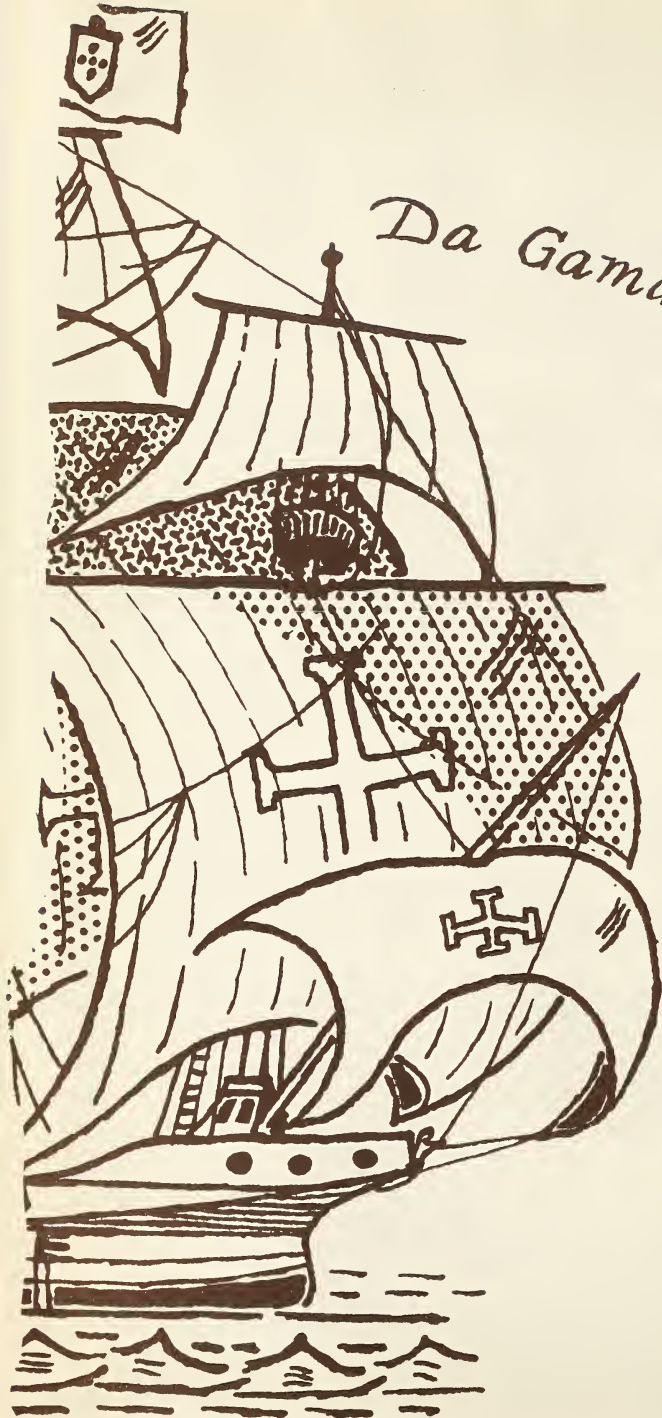
TANSER and DOBRINDT

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EXPLORING THE WORLD

written by

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CONTENTS

Page	1	UNIT I	EASTWARD TO CATHAY
	1		1. We live on a huge ball
	4		2. Learning more about the earth
	9		3. Our ancestors in Europe
	11		4. Let's look at the continent of Asia
	13		5. The travels of Marco Polo
	20		6. The return of the Polos to Venice
	25	UNIT II	BY WAY OF AFRICA
	25		7. Let's look at the map of Africa
	28		8. Prince Henry the Navigator looks to the south
	32		9. Bartholomew Diaz rounds the Cape of Good Hope
	36		10. Vasco da Gama reaches India
	41		11. Looking at India
	47	UNIT III	FINDING A NEW WORLD
	47		12. Looking at North and South America
	50		13. The Vikings reach North America
	58		14. Columbus thinks the world is round
	60		15. Columbus finds the New World
	68		16. John Cabot reaches North America
	72		17. Balboa finds the Pacific
	78	UNIT IV	ALL THE WAY AROUND THE GLOBE
	78		18. A Spanish ship sails around the world
	86		19. An Englishman sails around the world
	96	UNIT V	DISCOVERIES IN SOUTHERN SEAS
	96		20. Let's look at the East Indies
	98		21. Tasman discovers Australia

Page 103		22. Bold buccaneers
109		23. Pirate Dampier fights, travels and writes
116		24. The real Robinsoe Crusoe
120		25. Southward with Captain Cook to New Zealand and Australia
131	UNIT VI	LIGHT ON DARKEST AFRICA
131		26. Taking another look at the map of Africa
135		27. James Bruce in Abyssinia
140		28. Mungo Park explores the Niger River
147		29. Livingstone explores darkest Africa
158		30. Stanley explores the Congo
166		31. Finding the source of the Nile
176	UNIT VII	SEEKING THE NORTH-WEST PASSAGE
176		32. Frobisher and Davis try to find the North-West Passage
184		33. Hudson and Baffin try to find the Passage
191		34. Franklin in the Arctic
197	UNIT VIII	THE ENDS OF THE EARTH
197		35. Peary reaches the North Pole
203		36. The race for the South Pole
216	INDEX	

FOREWORD

Exploring the World has been specially and specifically written at the Grade V level in the hope that the boys and girls of this particular grade will be able to read and enjoy it. The text leads the child into the world of romance and adventure, into the land of the unknown and of mystery, where he can relive those distant days of the adventurer, of the pirate, and of the explorer. In so doing, it is hoped that the child will acquire a wider understanding of the planet on which he lives, of the various continents, oceans, islands, lakes, seas, rivers and mountains that constitute it, and of the many peoples that inhabit it.

Like *Westward to the Americas* (Grade VI), the text attempts to correlate history with geography, leading to an appreciation of the part played by environment on such factors as development of peoples, their customs, clothing, weapons, food, superstitions and activities.

For the convenience of pupil and teacher alike, the text is divided into thematic units, providing continuity and motivation. Each man plays his part in pushing back the veil of darkness, in helping unroll the map of the world a little farther. There are many lists of "things to do", "questions to answer", "books to read" and "words you should know", which will prove useful.

The exercises are thought-provoking and fact-testing, while the suggested enterprises present the pupil with interesting and purposeful activities. Many of the questions are of a geographic nature, leading the pupil to acquire skill in the use of maps and thus a wider understanding of the world.

H. A. TANSER
G. H. DOBRINDT

UNIT I

EASTWARD TO CATHAY

1. WE LIVE ON A HUGE BALL

Do you know that you and all the other people in the world, live on a huge ball? As you look around outside and see how flat the earth appears, you can scarcely believe that it is round. But we know from several facts that the earth must be shaped like a huge ball.



What 15th century map makers thought the world looked like. Note the island at the bottom of India is Cyprus, not Australia.

How do we know the earth is like a ball?

Let us just pretend that the earth is not a huge ball but that it is flat instead. Then what would happen if we set out in one direction and kept on travelling in a straight line away from our starting point? We would come at last to a place where there would be a big hole or an edge and we would possibly drop into the hole or fall off the edge of the earth. Hundreds of years ago men believed that there was such a vast hole and that if they travelled far enough they would surely fall into it. They further believed that here dwelt terrible monsters, that would smash their ships to bits and tear their sailors to pieces.

We know, however, that there is no such hole or edge, because people are able to travel right around this huge ball, called the earth, on which we live. Many years ago men found out for themselves that they could travel around our earth or globe, as we sometimes call it, in their ships. Today, as you know, our fast jet aeroplanes can travel around the world in a few hours, while in a fraction of a second our radios can bring us messages from people living on the other side of the globe, and in a few hours after some important, far-off event happens, we can see pictures of it on our television sets.

If we look up into the sky, what do we see? We at once notice that the sun, and the moon when it is full, are round and seem to move across the sky. They too, like the earth, are huge balls or globes. The moon is about one quarter as large as our earth, while the sun, which is millions of miles away from us, is over a million times larger! The sun looks much smaller than the earth because it is so far away from us. Now it could be possible for the moon and the sun to be round and for our earth to be some other shape, but it would be most unlikely. We would expect it to be round as are the other bodies in the sky; and such actually is the case.

Think of this. If you started walking in any one direction and kept on going for a long, long time you would at last come back to the very spot from which you started. Of course, we know that you could not walk all the way on account of the oceans. You would have to take a ship part of the way. You could, however, start out in an aeroplane and keep on flying in one direction until you came back to your starting point. You would then have flown around the earth, a distance of about twenty-five thousand miles.

Why don't we fall off the earth?

Girls and boys are sometimes puzzled about the big ball on which we live. They say, "If we are living on a ball, why don't we fall off and why can't we see that the earth *is* a ball?" Most of you know the answers to these questions. Because the earth is so large and we are so small, compared with it, we cannot see that it is round. We cannot see that its surface bends. We are like tiny specks on a huge orange and we cannot see what is on the other side of the orange. However, if we were able to go up in a rocket ship, thousands of miles above the earth, and then from a long, long way off look down on it, we would at once see that the surface of the earth does bend and that it is a huge ball. We do not fall off this ball because there is a powerful force called gravity that holds all of us on the earth. If you throw a stone up into the air, it does not disappear or stay up, but falls back to the earth. It is the same with us. We are like the stone. We cannot get away from our earth, this huge ball on which we live, but are drawn to it as if it were a magnet.

The classroom globe

In most classrooms there is a globe, showing us what the earth looks like. It is not quite round, but is shaped like an orange, being flattened just a little at both ends. Ask your teacher to show you this globe and explain how there can be people living in such places as Australia and New Zealand, on the other side of the big orange. Their feet, like our own, point towards the centre of the earth. They too cannot fall off the big ball because this powerful force keeps them too on the earth. They look up and see the sky and the moon, the sun, and the clouds above them, just as we do. They do not think of themselves as being upside down, although that is the way they must be when compared with us.

Questions to Answer

1. Give three reasons why you know you live on a huge ball.
2. What is the name of this ball?
3. Why does the surface of the earth seem flat to us?
4. Why do we not fall off the earth?
5. Compare the size of the moon with that of the earth and the sun. If the sun is so much larger than the earth, why does it seem so much smaller?

6. What shape is the sun? What shape does the moon appear to be when it is full?

7. Why do the people of Australia and New Zealand seem to us to be upside down? Why do they not fall off the earth?

8. If you flew in an aeroplane in one direction, what would at last happen to you? How far would you travel?

9. Why does a stone thrown into the air come back to the earth?

10. What is the shape of the globe in your classroom? What fruit does the earth resemble in shape?

Things to do Together

1. Make a poster showing the outline of the globe with people on the rim living in North America, South America, Europe, South Africa—all with their feet pointing towards the centre of the earth.

2. Make a poster showing pictures of apples falling from trees, a boy throwing a ball into the air and another boy catching it, a girl in mid air while skipping.

3. Make a picture of the edge of the world and of the big hole into which people thought ships would fall. Show the horrible monsters ready to gobble them up.

Books to read

1. *Exploring in Science* by Craig and Hurley. (Ginn and Co.)

2. *Working with Science* by Craig and Hill. (Ginn and Co.)

2. LEARNING MORE ABOUT THE EARTH

The globe is a small likeness

The earth is so large that we can see only a very tiny part of it at one time. The globe that you see in your school room is a very small model of the huge ball on which we live. Sometimes, instead of the globe, we use a map of the world. But as the map is flat and the world round it is difficult to show a true likeness on a map. A map, however, is easier to carry around.

Directions on the globe

The top of a globe or map is known as the *north* and the bottom as the *south*. If you are facing the globe your right hand will show you the east and your left hand will show you the west. This is a simple way of remembering north, south, east and west.

Oceans and continents

If you look at your globe or map, you will at once see that there is much more water than land on its surface. The large bodies of water are called *oceans*. There are five of them—Atlantic, Pacific, Indian, Arctic, and Antarctic. See if you can find them on the globe or map of the world.

The large bodies of land are called *continents*. There are seven of these—North America, South America, Europe, Asia, Africa, Australia, and Antarctica. See if you can find them too. Which is the largest continent? Which is the smallest?

The world spins round and round

A few hundred years ago most people believed that the sun went around the earth. Indeed, if you look up into the sky, this seems to be so; for the



In what direction is the earth shown to be moving around the sun? Does the earth move in any other way? On the globe shown at the top of the illustration, what time of day is it in India? What is the position of the earth on the longest day of the year?

sun appears to rise in the east, move across the sky, and then set in the west. However, what really happens is that once every twenty-four hours our big ball, the earth, turns completely around, just like a huge spinning top. It spins from west to east, and this causes it to look to us as though the sun were moving from east to west. The side of the world on which the sun is shining has light or day, while the side on which it is not shining has darkness or night, at the same time.

If you have someone shine a light or a flashlight on the globe, you will see that one side is in shadow and gets no light, while the other side is lighted up. This should help you understand how the sun makes day and night.

The world also moves around the sun

Not only does the earth spin round and round, but at the same time it moves around the sun in a huge circle. It takes it a whole year to go around the sun once. If you look at your classroom globe, you will see that it is not upright and that the line joining the North Pole and the South Pole slants. Because of this, for part of the year the northern part of the world is turned away from the sun, and we have winter. At the same time that we are having winter, people living on the southern side of the world opposite from us are having their summer. Place a bright light on a desk at the centre of your room; then close the window shades. Move the globe around the light in a large circle, keeping it at the same slant. Stop at several points around the circle and spin the globe. Notice what part of it is lighted each time. You will then see how the seasons Spring, Summer, Autumn, and Winter are caused in the part of the world where we live.

What is climate?

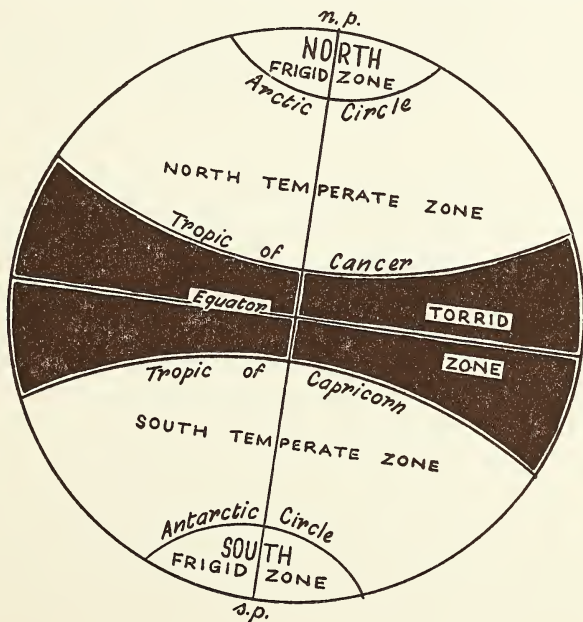
We often talk about the weather. We say it is hot, cold, clear, cool, snowy, windy, frosty, or rainy. This is how we speak about the weather from day to day. But suppose we want to tell about the kind of weather a place has for a whole year, or for a large part of the year, or for every year. Then we use the word *climate*. We may perhaps find that a place has a very hot climate in the summer and a very cold climate in the winter. Or it may have a very rainy climate during the months of April, May, and June. Or it may have a mild climate all the year round with rainfall almost every day. Some places may be found to have no rain at all. What is the climate like in the different seasons of the year where you live?

The equator and the zones

Half way between the North Pole and the South Pole there is an imaginary line around the earth. We call this circle the *equator* because it divides the world into two *equal* parts. See if you can find it on your globe.

North of the equator and running around the world is a smaller circle called the tropic of Cancer, while south of the equator is another smaller circle called the tropic of Capricorn. The belt between these two small circles, with the equator half way between them, is known as the torrid zone. North of the tropic of Cancer is the Arctic circle. The area between these two lines is known as the north temperate zone, while between the Arctic circle and the North Pole is the north frigid or polar zone. South of the tropic of Capricorn is the south temperate zone and south of the Antarctic circle is the south frigid zone.

If you turn a light on the globe from the side you will find that the equator gets the direct light, while the more northern and southern parts of the earth get the slanting light. The same thing happens when the sun shines on the earth. The area near the equator, the torrid zone, gets the sun's direct rays, while the temperate and frigid zones get only the slanting rays. The



more direct the rays of the sun on a place, the hotter its climate. The more slanting the rays, the cooler its climate. It is for this reason that it gets colder as you go north from the torrid zone and also colder as you go south from it. Because the sun shines directly on the equator or near it, places in the torrid zone usually have a very hot climate. We know, however, that as you go higher up a mountain, it gets colder and colder. For this reason we find that high mountains, even though on or near the equator, are covered with snow the year round.

Questions to Answer

1. What is the equator?
2. Name the circular lines to the north of the equator and the zones made by these lines.
3. Name the lines and zones to the south of the equator.
4. What do we mean by climate?
5. What is the climate of the torrid zone? the north and south temperate zones? the north and south polar zones?
6. In which zone is Canada?
7. In what direction does the earth turn on its axis?
8. Explain how the turning of the earth makes day and night.
9. Which continent is the largest? the smallest?

Things to do

1. In a circle to represent the earth mark the zones. Now colour the zones, using colours that suggest the climate of each zone.
2. In another circle show the continents of North and South America. Mark in the equator and the zones, colouring them as in Question 1.
3. Using the globe and a bright light, show the class how we get day and night.
4. Using the globe and a light, show the class why we here in Canada get summer at one time and winter at another.



3. OUR ANCESTORS IN EUROPE

Ancestors are people from whom we are descended, that is, those who lived before us—our grandfathers, great-grandfathers, great-great-grandfathers, and so on. The ancestors of nearly all the people at present living in Canada came from the continent of Europe at one time or another.

If we go back some seven hundred years, we find that these ancestors of ours in Europe knew very little about the big globe on which they lived. We have already seen that they thought the earth was flat, although there is no doubt that many of them began to wonder what lay beyond the clouds that seemed to cover the edges of their flat world.

Travel in earlier days

In these modern days great ocean liners plough through the ocean waves and travel from continent to continent in a few days. Railways and roads join city to city and people travel by trains or buses. Others, wishing to travel faster, go by aeroplane. We can talk to our friends hundreds and thousands of miles away on the telephone. We can send them a letter in a few days or a telegram in a much shorter time, while by radio we can receive information or news from almost any part of the globe. But our ancestors in Europe of about seven hundred years ago did not have any of these in-

ventions, and so they did not travel any great distance. Most of them probably never went more than ten to twenty miles away from home in their whole lifetime.

There were many reasons why our ancestors did not travel very much. Not only were there no trains, buses, motor cars, or aeroplanes, but roads were few and in very bad condition. They were full of holes and ruts. In the winter time they were deep in mud, in the summer time thick in dust. When it rained, streams would often flood them and, as there were few bridges, it would be almost impossible for people to travel along them. There was danger from wild animals as well as from robbers.

When our ancestors travelled by sea they also had to face many discomforts. Their ships were small and uncomfortable. They were moved along by sails or by men rowing, which was very hard and tiring work. When storms came up, the waves washed over the decks of the little ships, while below in the hold it was dark, airless, and generally miserable.

Another drawback to travelling in those days was the difficulty of obtaining good food. Our ancestors, of course, had not learned how to can or freeze food or how to bring fresh fruit and other food to places where it was most needed. The result was that sailors and other travellers often became ill and sometimes died before they reached the end of their journey.

However, there are always some men who are willing to take chances and face danger and even death in order to find out about things. There were some adventurous ones who wanted to "roll back the clouds" and find out what lay beyond them. From time to time sailors and other travellers would bring back stories of other peoples and countries, of other kinds of food, clothing, and ornaments. Some of these stories were wild and exaggerated, but they aroused the imagination and excitement of the more adventurous persons, and made them want to travel. Persons such as these helped roll back the clouds from the flat world of our ancestors.

Questions to Answer

1. What is an ancestor?
2. From what country did your ancestors come?
3. What wrong ideas did some of them have about the earth?
4. Give four reasons why people in our ancestors' times did not travel as much as we do today.

5. What kind of food did people not get when they travelled on the water?
6. By what two means were ships moved before the days of steam and oil?

Things to do Together

1. Find out from each pupil where his or her ancestors came from. Mark places of origin by placing pins on a globe or map of the world.
2. Make a class poster showing:
 - (a) means of travel about 700 years ago.
 - (b) travel as it is today.
3. Prepare and stage radio interviews with imaginary travellers of long ago, as well as with some of our own time who have travelled by various means in our own and other countries.

4. LET'S LOOK AT THE CONTINENT OF ASIA

Maps are useful

You have no doubt gone with your parents on a trip. You will remember that about the first thing your father and mother did was to get a map and study which way they would go. The map probably showed the main roads and cities, railway lines, lakes, rivers, and mountains, and also how far it would be from place to place. It was unfortunate for travellers in the early days that they had few or no maps to look at. This made travelling much more difficult for them.

The map of Asia

Let's take a look at the map of the world and then at one of Asia. We at once see that the continent of Asia is very large, much larger than Europe or Africa or even than North and South America put together. We do not find one or more rivers, joined with many lakes, running from the middle of the continent down to the sea, as we have in North America. You see at once that this would make it more difficult to travel far into Asia or across it.

High mountains are very cold

Your map of Asia shows many mountain ranges that go through the country of Afghanistan and cut off India from the rest of Asia. These mountains are very high, many of their peaks being over 25,000 feet. Some of them are covered with snow all the year. Strong winds blow most of the

time and the weather is bitterly cold, making it almost impossible for people to travel through these mountains. It is also very difficult to build roads or railways through such high mountain ranges and very often all a traveller has to follow is a single mountain trail. If he and his horse or mule slip, they are likely to be hurled to their death thousands of feet below.

Deserts are difficult to cross

Usually where we have no rain or lakes or rivers we find deserts. In Asia some of the deserts are very large. If you look at the map you will see that a large part of Iran (formerly called Persia) is a vast desert, without rivers or lakes. Very little rain falls during the whole year. There are miles and miles of sand, and few people are able to live there. It is usually very, very hot and for those who try to cross the desert there is always the danger of man and animal dying for lack of water and food. Arabia too is also nearly all desert land, while in the north of China is one of the largest deserts in the world,—the Gobi Desert. Here it is sometimes very cold, with bitter winds sweeping over the sandy wastes, making it very, very difficult for travellers to cross.

The sea voyage is long

A famous waterway, the Suez Canal, today divides Asia from Africa and allows ships to pass from the Mediterranean Sea into the Red Sea and on into the vast Indian Ocean. But even with the Suez Canal, it takes a ship a very long time to travel all the way from the Mediterranean Sea to India, then on to the Malay Peninsula, and on to China and Japan. With your finger trace the route the ship would take and then find out yourself, or ask your teacher, how many miles the ship would have to travel, and roughly how many days it would take to go from the Mediterranean Sea to Japan.

Very often strong winds blow and terrible storms come up and rage for weeks in the Indian Ocean and in the South China Sea. In earlier days, when ships were quite small, many of them were lost in such storms; and even in our own day, big ocean liners sometimes run into trouble.

Questions to Answer

1. Describe what is meant by a canal, a desert, a mountain pass.
2. Why is it more difficult to travel far into Asia than into Canada?
3. What are the three chief reasons why Asia is so difficult to reach?
4. What bounds Asia to the east, the west, the south?

5. THE TRAVELS OF MARCO POLO

If you look at your globe or at a flat map of the world, you will see that the continents of Europe, Asia, and Africa appear to be joined together, thus making one huge island. At one time they were joined together: then about one hundred years ago men cut the Suez canal between Africa and Asia and a ship can now travel from London in England out into the Atlantic Ocean, into the Mediterranean Sea, then through the canal into the Red Sea and on to India, China, and other countries of the Far East. But before the canal was built, ships were unable to go directly from the Mediterranean to the Red Sea, and in very early days before the ocean route around Africa was known, trade between Europe and eastern countries had to be carried overland.

Nicolo and Maffeo Polo

In the country of Italy, at the north-western end of the Adriatic Sea, there is a port called Venice. This port is built on islands and has canals in place of streets. Its people use gayly coloured boats called gondolas, instead of street cars and motor cars. Rows of houses, stores, and churches line both sides of the waterways. In early days, because Venice was built close to the head of the Adriatic, it was fairly safe from pirates. Trade grew up and the place became a great port.

About seven hundred years ago there lived in Venice a boy by the name of Marco Polo. He lived alone with his mother, because some years ago his father, Nicolo Polo, and his uncle, Maffeo Polo, had left on a trading journey to the East and had never returned. Day after day Marco would go down to the docks, hoping that some ship would come in, bringing his father and uncle. For in those days especially, Venice was a very busy seaport. Here merchants traded; here came ships from many ports, their holds full of rich cargoes of silks, rugs, spices, perfumes, and jewels; here was the meeting place of sailors. Marco would talk with some of them, asking if they had heard of his father and uncle. But always they shook their heads. Then the boy would ask about the cargoes in their ships. The sailors would tell him that the goods had been carried thousands of miles on the backs of camels across sandy deserts and over rugged mountains and that many of the things had been brought all the way from China and India. Marco listened,

wide-eyed, to every word, for in those days people knew almost nothing about the Far East.

Nicolo, Marco's father, and his uncle, Maffeo Polo, were two brothers who were merchants of Venice. They hoped to make large profits by trading in goods from the East. In the year 1260 they set out by ship. They sailed down the Adriatic Sea and into the Mediterranean until they reached the great shining city of Constantinople, then travelled overland through the mountains of Asia Minor. But when they wanted to return home they found the route blocked by a tribe of very fierce men. So they tried another way, and in doing so came to the great trading city of Bokhara. Once again they were unable to return to Venice and had to stay in Bokhara three years. A nobleman there told them about the land of Cathay, or China. He said that the ruler there was the mighty Kublai Khan, the Great Emperor, who would be glad to see them. Nicolo and Maffeo Polo decided to go and started on their long trip to Peking, the capital of Cathay. It took them a year to reach the court of the mighty Kublai Khan.

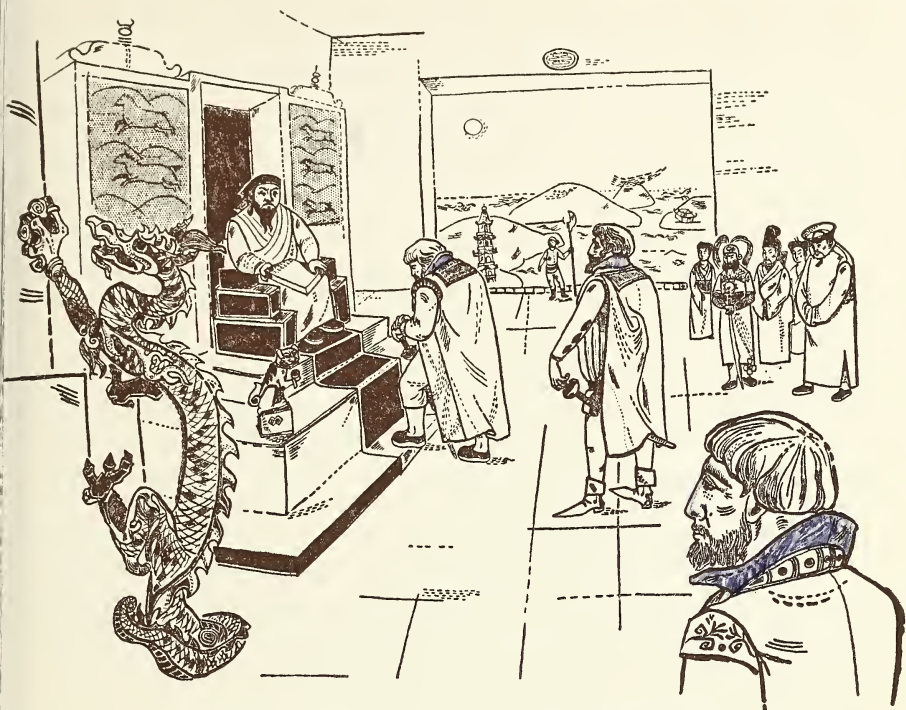
The Khan received the Polo brothers very graciously. He asked them many questions about Venice and about God and Jesus Christ and His teachings. Although the Emperor himself was not a Christian he asked them to return to Italy and send one hundred missionaries to his country. They were also to bring back some of the holy oil that burned in the lamp in Christ's tomb in the city of Jerusalem in the Holy Land. To help the travellers to get back to Venice the Khan gave them a golden tablet on which it was written that any of his subjects were to treat the travellers well and give them shelter and food when needed.

At last, after nine long years of adventure and travel, the two Polo brothers returned to Venice and told their story to admiring listeners. Among these, of course, was young Marco Polo, now fifteen years old and very happy that his father and uncle had at last returned safely.

Crowds gathered to listen to the stories that the Polos told and there was already talk of them setting out on another journey. You can well imagine that Marco too wanted to travel. He pleaded to be allowed to go with them and at last his father and uncle agreed.

The three Polos set out

Two years later, in the year 1271, Nicolo and Maffeo again set out to visit the Emperor of Cathay, Kublai Khan. Marco Polo, now seventeen years



Kublai Khan presents Marco Polo with tablets of safe conduct

old, went with them. However, instead of one hundred missionaries, as the Khan had suggested, only two had been found who were brave enough to face the long and dangerous trip.

The party of five left Venice by ship and sailed across the Mediterranean Sea to Palestine, often called the Holy Land. Here they landed and went on to Jerusalem, where they got some of the holy oil for Kublai Khan. They then started on their overland journey. The road soon became rough and there was always the danger of being attacked by robbers. The two missionaries became afraid and turned back, but Nicolo, Maffeo, and Marco kept bravely on.

They travelled down the Tigris River to the city of Bagdad, famous for its beautiful gardens and the stories of the *Arabian Nights*. Here they rested and traded, wandering among the shops, which showed lovely cloths of silk and gold and beautiful metal work. Later they reached Ormuz, a busy

port in Persia (now Iran), where they found merchants trading in rugs, spices, metal ware, pearls, gold, silver, and precious stones.

The Polos now joined a caravan of camels in order to cross the Persian desert. On the way they were attacked by robbers and the caravan was scattered. The three Polos escaped by dashing into a cloud of dust on their swift Persian horses. All the rest of their companions, except four, were either killed or captured.

As Marco travelled he made written notes of his adventures and of all the wonderful and strange things he saw. Years later, when he returned to Venice, he gave an account of this journey to a friend, who wrote a book known as the "Book of Marco Polo."

The Polos travelled through Afghanistan and Kashmir, and then on into country where the mountains seemed to reach the clouds and where there was only a winding trail to follow. They reached the Pamir country, which the natives sometimes call "the roof of the world", because there are plateaus 15,000 feet high and mountains 25,000 feet high. Here there is much snow, with blizzards often raging night and day, and the weather bitterly cold. In one of these places Marco fell ill from a fever, and for a time it was feared that the lad would die. However, being strong and young, he finally pulled through. After resting for about a year in order to let Marco regain his strength, the party went on until they reached the great Gobi Desert.



Travels of Marco Polo

The Chinese call this desert "the sea of sand", and it is well named. Even today it is difficult for a caravan to cross it. The natives warned the Polos of the dangers that lay ahead of them, telling them that men and animals were likely to die of hunger and thirst and that the desert was full of evil spirits which would draw them to their deaths. But by now these men of Venice were not easily frightened. They made careful preparations and then went on from one well to the next, till at last, after about forty days, they reached the Great Wall of China, part of which remains to this day.

They were now approaching the court of the great Kublai Khan. He must have heard of their coming for he sent messengers to meet them. At last, after four years of travel and adventure, in the year 1275, they met the Khan and were warmly welcomed by him. The Emperor accepted the holy oil, but was disappointed that the Polos had brought no missionaries. Then he asked, "Who is this young man you have with you?"

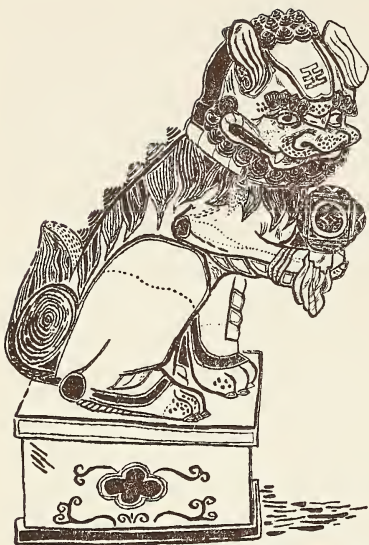
"This is my son, Your Majesty," replied Nicolo, "and he is your servant."

"He is very welcome. He pleases us much," said Kublai Khan. "We shall give him an important position." Kublai Khan then ordered a great feast for his three guests. Then seated on a golden throne, sparkling with diamonds, he listened intently to the story the travellers told. Marco Polo tells us that when feasts were held the Emperor sat on a throne in the middle of the great hall with his son, his nobles and his chief officers at tables around him. The rest of the company sat on rugs on the floor. The throne was raised so that no one's head—not even his son's—was higher than the Emperor's feet. The servants who served his food had silken handkerchiefs over their mouths and noses, so that they wouldn't dare breathe on the food the great man was about to eat. When the Khan took the cup to drink, all present knelt down and soft music was played until he had finished.

The Polos in China

It is amazing to think that Nicolo, Maffeo, and Marco stayed in China for the long period of seventeen years. While the older men traded and added to their riches, Marco served the Khan. He travelled to many cities and to such distant places as Tibet, India, and Burma, and to the island of Java in the East Indies. Many languages were spoken in the Khan's dominions, but Marco worked hard and learned several of them. He was then able to give better reports to the Emperor when he returned from his journeys.

Marco Polo was appointed governor of the city of Yangchow, which he



Statue of Po Dog or Lion, religious guardian of the Emperor

ruled wisely and well for three years. In his book he tells us of many of the wonders he saw in China: the great cities, larger than any in Europe, the junks on the big rivers and in the busy ports, the gorgeous palaces with golden roofs and large parks, the homes with marble baths, the Great Wall, and the Grand Canal, then 600 miles long, that ran from Pekin, the capital, to the sea. He found that in many ways the Chinese were ahead of his own countrymen. The Chinese, he discovered, burned what he called "black stones", and he noted that these stones were cheaper than wood and gave a hotter fire, that lasted longer. Gold dust, he says, was washed out of the rivers and large lumps of the metal and also of silver were dug from the mountains. Marco also refers to a mineral taken from the rocks and woven into cloth, which was then put into a fire to whiten it. This was no doubt asbestos, which is now found and mined in Canada. He saw the silk-makers and porcelain-makers at work. He noticed also that the Chinese used paper and knew how to print books and almanacs. They kept time by water-clocks, while paper money was freely used, instead of the coins used by Europeans.

Near Peiping (Pekin), the capital city of China or Cathay, was one of the most beautiful palaces of the great Khan. Here Marco spent much of his time. He tells us that the palace was built of marble and surrounded on all sides with a wall of marble. The roof was adorned in a variety of colours, red, green, blue, and violet. On each of the four sides of the palace was a grand flight of steps, also of marble. The sides of the great halls and the apartments were ornamented with dragons in carved work and gilt. One of the strangest sights was a huge unchained lion which walked around freely in the palace gardens and which, when brought into the presence of the Khan, would drop on its knees and bow its head before the mighty Emperor.

Questions to Answer

1. What bodies of water are connected by the Suez Canal?
2. What continents are divided by this canal?
3. What is the old name for China? What was its ruler called?
4. What inventions were in use in China in Marco Polo's time that were not known then in Europe?
5. Describe a desert. What are the dangers and difficulties of crossing it. Why was a caravan the best method of crossing it?
6. Explain in a few sentences: Who the Polos were, and what they did: Why Marco Polo became the most famous of them.

Things to do

1. Keep for Social Studies (a) a class scrap-book;
(b) your own scrap-book. You might like to decorate the cover.
2. Draw a map of Europe and Asia on (a) the blackboard (b) in your own scrapbook. On the map mark the route taken by the three Polos on their journey to Peiping. Mark in Italy, Venice, Jerusalem, Ormuz, the Pamir, the Gobi Desert, China, and Peiping.
3. Make a class mural showing the journey of the Polos from Venice to Peiping. You can choose your own scenes. Suggested ones are: leaving Venice, the two missionaries quitting, the caravan attacked by robbers in the Persian desert, passing through the Pamir country, crossing the Gobi Desert, arriving at the palace of Kublai Khan, the feast at the palace.
4. Prepare the script and act one or more of the following scenes:
 - (a) Marco asking to go on the journey
 - (b) The Polos leaving Venice
 - (c) The attack by robbers in the Persian desert
 - (d) Meeting the Khan

WORDS YOU SHOULD KNOW

canal—a channel made by man to join two bodies of water. The Suez and Panama are examples

gondolas—small boats used for carrying persons and things on the canals of Venice

cargo—goods carried by a ship

spices—dried leaves or seeds used for seasoning food, greatly prized and sought after in the time of Marco Polo

missionary—a priest or minister sent to spread the Gospel

plateau—a piece of level land, usually large, found above the level of the sea

Great Wall of China—a wall built by the Chinese in the hope of keeping enemies out of their country

caravan—a number of persons travelling together, usually for safety

Khan—an eastern name for a powerful ruler, such as a king or an emperor

junk—a flat-bottomed Chinese vessel, with three masts

almanac—a kind of calendar

Books to read

A Brave Young Land by Edna McGuire. (Macmillan)

New Worlds for Old by Brown and Blanchard. (Ryerson)

6. THE RETURN OF THE POLOS TO VENICE

The Khan lets the Polos go

Maffeo Polo, Nicolo Polo, and his son had now been in Cathay seventeen years. They longed to return to their native land. Kublai Khan was very fond of them and trusted them, but he was getting old. The Polos were very much afraid of what might happen when he died, for the Chinese nobles were very jealous of them. So they asked the Khan if they might return to their own city, Venice.

The Emperor was very upset at the request. He told them that he didn't know how he could manage without them, especially without Marco. He became quite angry and said they were ungrateful for all he had done for them. He said to Marco, "Stay with me and I will make thee richer and greater even than in the past." And so the three Polos could not help themselves: they stayed on in Cathay.

Then one day a lucky chance befell them. Messengers arrived asking the Khan to choose a wife for his grand-nephew, the Khan of Persia. Kublai selected a beautiful princess of Cathay, named Kogatin. She was only seventeen years of age and was not very strong. Kublai Khan was afraid of sending her across the vast Gobi Desert and through the mountains, for the road was very rough and there was always the danger of fierce robbers

attacking the party. The royal messengers suggested that the princess be sent by sea, and that, as Marco Polo had already travelled to India by sea, the Polos should go with her. Kublai Khan hated to let the Venetians go, but he wanted to please his grand-nephew and his messengers, so at last he agreed.

We are told that Kublai Khan had several large ships, each with a crew of more than two hundred men, made ready for the long journey. He showered the Polos with many gifts, rubies and other precious stones, and gave them two golden tablets on which it was written that all peoples were to let them pass through their countries.

If you look at your map, you will find that it is a long, long way by sea from China to Persia, or Iran, as it is now called. In our own time, even with our fast ocean liners, the voyage takes many days, but in Marco Polo's time it was a very dangerous and tedious journey; actually it took the Polos two or more years to travel from China to Persia by sea. They sailed through the China Sea and on to the Spice Islands and the East Indies. When they reached the large island of Sumatra the storms were so bad that they were afraid to go on. They had to wait there for nearly six months. They passed by the end of the Malay Peninsula, where the great port of Singapore now stands, and on into the great Indian Ocean. Here they ran into more storms, but finally reached the beautiful island of Ceylon, sometimes called the "Pearl of the East", off the south eastern shore of India. In his book Marco Polo calls it "the finest island in the world".

The fleet continued its voyage and at last reached the port of Ormuz on the Gulf of Persia. You will remember that the Polos, years before, had passed through this place on their way to Cathay. The passage had been so long and the storms so bad that the Persian messengers and several hundred of the sailors had died on the voyage. The Polos and the Princess Kogatin, however, were well. But bad news now awaited them. The Khan of Persia whom Kogatin was to marry had died. What was to become of the Princess? The Polos could not take her back to Cathay and in any case they didn't want to go back. Fortunately for them, it was arranged that she should marry a son of the Khan. They then took her to the Prince and left Persia by an overland route.

How overjoyed they were to see again after so many years the shores and blue waters of their own Mediterranean Sea! Many a time, no doubt, they



had thought they would never see them again. Now they boarded a ship for the last part of their voyage. They sailed across the Mediterranean Sea and up the Adriatic Sea and at last, after nearly twenty-five years, they were home in Venice once more.

But what a shock they received! No one knew the three men with long shaggy beards and hair, dressed in coarse clothing stained and worn by travel. They looked like beggars. Not even their own relatives would believe they were Nicolo, Maffeo, and Marco Polo, for long ago they had given them up as lost and dead. At first they wouldn't even allow them to enter their own house.

Then the Polos thought of a way of proving to their friends that they were really the three returned Polos. They ordered a magnificent feast to be held and invited all their relatives and friends. They themselves appeared at the feast table dressed in very expensive robes of crimson satin. After the first course they changed into crimson damask; after the next course into crimson velvet; and finally into their old stained and worn, coarse travelling clothes. While the guests wondered what was happening, Marco Polo took a

sharp knife and cut apart the seams of their old clothing. At once from the linings of the clothes a stream of precious jewels, diamonds, sapphires, emeralds, rubies, all sparkling with beautiful lights poured forth. Such wealth dazzled the guests, who were now only too willing to believe that the three men were none other than Nicolo, Maffeo, and Marco.

A few years after the Polos' return a war broke out between Venice and another great trading port on the other side of Italy, called Genoa. In one of the battles Marco was captured and held in prison for over a year. During this time in prison he gave an account of his travels to a friend, who wrote it down and gave the world the famous *Book of Marco Polo*.

When he was freed, Marco returned to Venice, where he married and became still richer by trading. He died at the age of seventy. But his book did not die with him. Thousands of people read the story of his travels in the East. He told the people of Europe about China, Persia, India, and Japan, and this made the merchants all the more eager to trade with the East.



A Chinese Junk

Questions to Answer

1. Name the three largest countries of Asia.
2. What was the name given in olden times to China? to Iran?
3. What country did the three Polos stay in for many years and what was the name of its ruler?
4. Why did the ruler want to keep the Polos?
5. Why were they finally able to leave?
6. What route home to Venice did they take and how long did the voyage take?
7. Why were they not recognized at home and how did they finally make their relatives believe them?
8. What is the name of Marco Polo's book and when did he finally have it written?
9. When people in Europe read this book, what did some of them want to do?

Things to do

1. Make models of a caravan crossing a desert in Asia.
2. Collect pictures of countries in Asia and put them in your own or the class scrap-book. Write a note about each picture.
3. On the chalkboard and in your note-book draw a map showing the route taken by the Polos on their return from Cathay to Venice.
4. Bring to the class any articles connected with China, Japan, the East Indies, Ceylon, and Iran (Persia).
5. Look up in your dictionary the meaning of these words connected with Asia: junk, pagoda, chop sticks, caravan, asbestos, dragon, coolie, damask, sapphire, emerald, pearl, camel, missionary.

Books to read

He went with Marco Polo, L. A. Kent. (Allen)

Builders of the New World, Hartman, Saunders, Nevins. (Copp)

To Far Cathay, W. C. Bagley, Jr. (Nelson)

UNIT II

BY WAY OF AFRICA

7. LET'S LOOK AT THE MAP OF AFRICA

The coast-line of Africa was unknown

In the year in which we are now living it is easy for us to open an atlas and turn to the map of the continent of Africa. We can see at once the shape and length of its coastline, where the important capes and bays are, and where its mountains, rivers and lakes are to be found. But six hundred years ago our ancestors in Europe knew almost nothing about the vast continent of Africa. No one from Europe had ever travelled very far south on the Atlantic Ocean. No one knew how long the coast line was or whether ships could sail around the continent.

The coast-line of Africa is long

We must always keep in mind that in those distant days, there was no way for a ship to travel directly from the Mediterranean Sea to the Red Sea, because there was then no Suez Canal. Ships had to travel thousands of miles southward along the west coast of Africa, before turning eastward at the Cape of Good Hope, and then on into the vast Indian Ocean.

On looking at your map of Africa you may note that the western portion of the land sticks out into the Atlantic Ocean like the hump of a huge camel. In fact, sailors sometimes refer to this vast area as the hump of Africa. Notice too that there are very few bays or harbours where ships can go for safety in case of bad weather. While Africa has large rivers like the Niger and the Congo flowing into the Atlantic Ocean, yet in most cases sandbars,

rapids and cataracts make it difficult to use them for travel, even in small boats. It is true that in these days boats can go up the Niger for several hundred miles, but as this large river enters the sea by many mouths, which in the early days had not been mapped, it was of little or no use to travellers. If we look at the map of our own North American continent, we can at once see how great rivers like the Mississippi and like the St. Lawrence, with its great lakes, lead right into the heart of the continent. This made it much easier for our early explorers.

The equator crosses Africa

The equator, that imaginary line around the centre of the earth half way between the North Pole and the South Pole, passes to the south of the hump of Africa. We know that except on very high mountains it is always hot near the line of the equator. In these regions very often the winds drop and there is a dreadful calm with very, very hot weather. Then ships that depend on the wind to blow them along cannot move, and in the olden days they would remain without motion for days and even weeks at a time.

We know that if we Canadians travel towards the north, we find the weather getting colder. We also know that if we travel southwards towards the equator, it gets warmer. But what would you expect to happen once you reach the equator and you still keep on travelling southwards? You would expect it to get gradually colder, and that is exactly what it does.

Atlantic storms

If you look at the Mediterranean Sea, you will notice that it is an inland sea and that it is well protected by the land on all sides, north, south, east, and west. But it is another story when we examine the Atlantic Ocean and the Indian Ocean. Here we find open water, across which the wind can blow for thousands of miles, with no land to break its force. As a result the wind can raise terrible storms through which only the larger and stronger ships can survive.

The need for larger and stronger ships

In the time of Marco Polo ships had oars and one square sail. When the wind was blowing from behind they could sail on the calm waters of the Mediterranean Sea. But such ships were of little use in the rough waters of the Atlantic Ocean. As time went on men learned to build bigger ships that had two or three masts and several sails. One sail could be outspread while

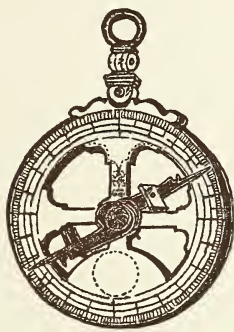
the others were reefed, or taken in, and sailors learned how to make use of the wind from whichever direction it might blow.

The compass, the astrolabe, and the map

In early days sailors travelled at night time by the North Star, which showed them the direction of North, and in the day time by the position of the sun. The Chinese were the first who found out that a magnetised needle would always point to the north. It was put in a box to make what we call a compass, showing the principal directions. Arab traders brought some of these compasses to Europe and in time sailors found them a wonderful help in steering their ships.

At a later date another instrument called the astrolabe, for measuring the position of the sun, was used by seamen to tell their position north or south of the equator.

At first there were hardly any maps for sailors to follow, but as more and more coastlines were discovered, more drawings were made and maps became more accurate and detailed.



Astrolabe



The compass used in Drake's time.

Questions to Answer

1. Give three reasons why it was difficult for sailors to travel in early days along the west coast of Africa.
2. What is the equator? Where does it cross Africa? What kind of weather do you expect to find near the equator?
3. What do you notice about the rivers of Africa?
4. Why is it easier for a ship to travel on the Mediterranean Sea than on the Atlantic Ocean?

5. What kind of ships were used in Marco Polo's time?
6. How were these ships later improved?
7. What did sailors steer by in Marco Polo's days?
8. Name three things that helped sailors to steer their ships in later years.

8. PRINCE HENRY THE NAVIGATOR LOOKS TO THE SOUTH

Men read the Book of Marco Polo

As time went on more and more people read of the marvellous things described in the *Book of Marco Polo*. More than ever the people of Europe wanted very much to get spices, perfumes, precious stones, silks, costly woods, porcelain, dyes, carpets, and rugs from the East. Traders brought these goods by caravans, mainly along the overland route travelled by the Polos when they went to Cathay.

Some years after the Polos left, Kublai Khan died, and after a time his great empire began to break up. Robbers became more daring, attacked caravans, and made it dangerous to bring goods from the East to Venice and Genoa. To make matters worse, a powerful race called the Turks, who were very fierce fighters, became masters of the countries of western Asia, bordering the Mediterranean Sea. They almost stopped trade with the East and made European travellers pay heavy taxes when passing through their lands.

The Portuguese look for a new way to the East

On the map of Europe you will find a small country to the west of Spain looking out into the Atlantic Ocean. This country is called Portugal.

Living by the sea the Portuguese learned to become good sailors. They built good ships, with large sails and three masts. These they used to carry on fishing and trading .

From the position of their country, facing the great Atlantic Ocean and yet close to the Mediterranean Sea and Africa, we would expect the Portuguese to be the first people to search for a water route to the East, and so they did. Their leader was Prince Henry, the youngest son of the King of Portugal.

While quite a young boy, Prince Henry watched the ships come into the harbours of Portugal from distant lands. He would ask the sailors

questions about the places they had visited and the goods they carried. When he grew up it became the dream of his life to find a sea route to India. He built a high tower on a rocky piece of land that jutted out into the sea. Here he studied everything he could about ships and navigation, working night and day. He trained sea captains in the use of the latest instruments,—the mariner's compass and the astrolabe,—which showed them how to find their way on the sea.

Prince Henry tries to find a route around Africa

Remember that in the time of Prince Henry little or nothing was known about the greater part of Africa. European sailors had travelled only a short distance down the western coast of that continent. They had come to a cape which they called Cape Non, meaning "Cape Not", because they said ships could *not* go beyond it. They believed that beyond this cape the sea was full of currents which would stop a ship from returning home. There was still another cape called Cape Bojador, meaning the Bulging Cape, around which no sailor dared to go for fear of being burned black. One day, however, one of Prince Henry's captains did venture beyond the cape and, much to his surprise, remained perfectly white.

Prince Henry was angry when his sailors came back and told silly stories about enormous giants, fire-breathing monsters, boiling seas, and liquid sheets of flame. He persuaded them to go out again and sail beyond the capes they feared. But some of the sailors thought Prince Henry, in shutting himself up and studying in his tower, had gone mad. They believed that it would never be possible for a ship to find its way around Africa. Some of them even believed that the coast went on forever.

At last Cape Non and Cape Bojador were passed and the sailors became less afraid and more willing to follow the advice of Prince Henry. On one occasion two Portuguese sailors ran into a bad storm and their tiny ship was driven away from the coast and out into the Atlantic Ocean. Luckily the men reached a small island. To show their thanks they called it Porto Santo, meaning "Holy Port". On their return to Portugal they told Prince Henry that they believed people could make a living on this island. So the Prince sent out colonists to stay there. Unfortunately, they took with them a pair of rabbits. Very soon the island was overrun with rabbits which ate up all the green things. But the colonists had already found other islands to the



Prince Henry questions his sea captains

west, with graceful palms growing on them. They moved to these and settled there. These were the Madeira Islands, and they still belong to Portugal.

Farther and farther down the coast went Prince Henry's sailors. They passed Cape Blanco (White Cape) and went on to another cape. One captain reported that he saw fine large trees growing which were always green and which never withered like those in Europe. They grew so near the shore, he said, that they seemed to be drinking the waters of the sea. So he called this place Cape Verde, meaning Cape Green.

As each captain returned from his voyage, Prince Henry questioned him. The information given was all carefully written down. The Prince had as helper an Italian monk who made for him an enormous wall-map, six feet high. On it the monk marked all the capes, bays, islands, and rivers as they were discovered.

The Portuguese sailed up the Senegal and Gambia rivers, meeting and trading with tall, keen-eyed Arab traders in long-flowing robes, who talked to them of distant lands where, they said, rubies, emeralds, sapphires and gold were as common as pebbles. In 1442 a Portuguese captain brought back from the Guinea coast of Africa some natives, who were to be sold as slaves. He also brought some gold dust. The slaves and the gold excited the minds of the people of Portugal. They hoped to become rich, and soon Prince Henry had no trouble in getting all the captains and crews he wanted for his ships.

For forty years Prince Henry lived in his tower and sent out his captains

into unknown seas and along coasts that no white man had previously seen. But the Prince never saw his dream come true. His ships sailed and sailed but they never reached the southern end of the continent of Africa. The road to India still had to be discovered.

Questions to Answer

Copy the sentences that are true:

1. Cape Bojador means jutting-out cape.
2. Madeira today belongs to Portugal.
3. The Portuguese sailed in ships as large as the ocean liners of today.
4. Portuguese ships had three masts.
5. The Arabs traded in slaves.
6. As you go south from Portugal, the climate gets warmer.
7. Prince Henry's captains reached the southern end of Africa.
8. The Turks almost stopped the trade between Europe and the East.
9. The mariner's compass and the astrolabe were of great help in guiding ships.
10. Portuguese sailors brought back gold and slaves from the Guinea Coast.

Things to do

1. Draw a map of Western Europe and Western Africa on the chalkboard and also in your note-book. Mark in Portugal, Spain, Mediterranean Sea, Cape St. Vincent, Cape Blanco, Cape Verde, Sengal River, Gambia River, Guinea coast, Madeira Islands.

2. Bring a mariner's compass to the class if possible and find out how it works. Find North in your classroom.

3. Where are the Madeira Islands? Look up three interesting things about them.

4. Pretend you are one of Prince Henry's captains. Write a diary of your voyage or what is known as a log (an account of the happenings each day aboard ship).

5. What things does Portugal send to other countries? What things does she get from other countries?

6. Mention three dangers the Portuguese captains would have to face when travelling South from Portugal.

9. BARTHOLOMEW DIAZ ROUNDS THE CAPE OF GOOD HOPE

Bartholomew Diaz sets sail

Although Prince Henry was dead, the Portuguese did not stop trying to reach the southern end of Africa. King John of Portugal continued the work started by Prince Henry. He fitted out an expedition, which he placed under one of the most daring of Portuguese seamen, Bartholomew Diaz by name. Bartholomew left Lisbon in 1487 with three ships of the three mast type called *caravels*. They were, however, still very small ships, not much over two hundred tons each. The King had told Diaz to sail as far as he could down the coast and try to go around the southern end of Africa and reach India. So Diaz passed Cape Non, Cape Blanco, and Cape Verde, and still he kept on. In fact, he had no intention of turning back.



Hotter and hotter grew the weather. The crew became faint from the almost unbearable heat. At noon the sun was directly overhead, sending down its scorching rays upon them. Then as Diaz went on he noticed that the astrolabe and the compass now showed a strange thing which he found difficult to explain. The sun at noon was now shining in the sky north of his ships. This puzzled Diaz, because in Europe at noon the sun is always to the south. The great Portuguese seaman, without knowing it, had crossed the Equator, the first white man of whom we have record, to do so.

They land on the coast

As Diaz followed the coastline, he began to wonder what the land was like. So at the very next cape, he ordered the boats lowered, and with some of his men he went ashore. The sailors were glad to feel the firm earth under their feet once again. They had a good look around at the trees and animals. They were surprised to see some animals with long legs in front and shorter legs behind and enormously long necks and small heads. They fed on leaves of trees, and could run like the wind. Can you guess what they were? Diaz had his men put up a pillar with the name of the King of Portugal and his own name upon it. The place was named Diaz Point in his honour and for hundreds of years ships would watch for this pillar, as they sailed along the coast. The ruins of it are still there, after all these years!

Diaz runs into a storm

Much to the surprise of Diaz, as he sailed farther south the weather became gradually colder. Soon it was bitterly cold. A violent storm came up, battered his ships, and blew them away from the land and out into the South Atlantic Ocean. Day after day the gale raged on. Mountainous waves tossed the little ships about as though they were mere corks; not one of the crew ever expected to see Portugal again. The sailors no longer thought of their lives: they prayed only that their souls might be saved.

Then suddenly the wind died down and the Portuguese found themselves surrounded by a thick fog. It was very cold and the teeth of the men chattered as they tried to peer through the mist. But no land could be seen. The ships drifted on. Then Diaz examined his compass and ordered his ships to sail to the north-east. They did so, and in a few days, to the amazement of all, land was sighted on their left. How happy they were! Without knowing it Diaz and his men had rounded the end of the continent

of Africa. When they had lost sight of land they had been blown far to the eastward into the southern part of the Indian Ocean.

Diaz lands on the coast of South Africa

The captain now ordered his ships into a near-by bay. His men landed and saw some black men. On seeing the white men with their funny clothes and pale faces the natives, panic-stricken, fled inland. The bay where Diaz landed is today called Mossel Bay. Leaving the bay to the black men, he now followed the coast-line for a time until he came to the Great Fish River. Here he landed and put up another pillar, this time in the form of a large cross.

Diaz has to give up

By this time many of the crew were ill and wanted to return home to Portugal. Diaz, brave man that he was, wanted to go on. He felt that across the ocean, somewhere to the East, lay India. His heart throbbed at the thought of reaching it. He pleaded with his men to go on, but they one and all refused. Sadly, with heavy heart, the great captain gave the order to return.

On the return voyage Diaz kept close to the shore. This time he saw the great cliff of towering rock around which he had sailed in the storm. "Let's call it Cape of Storms," he said to his men. But when he reached Portugal, King John smilingly said, "Nay, let us call it Cape of Good Hope, so that men's hearts may not be afraid."

The discovery of Diaz upsets the traders of Venice

King John of Portugal was very wise in making this change in the name of the Cape. The 'hope' that he had in mind was, of course, the same as that of Prince Henry,—the hope that some day Portuguese ships would reach India by sailing around the end of Africa. For up to this time a very large amount of the trade from the East had passed through the hands of the merchants of the great ports of Venice and Genoa; and we have already seen that the presence of the Turks in the eastern Mediterranean had made goods from the East very costly. King John and the merchants of Lisbon, the chief city of Portugal, already knew that the Arabs were carrying on a very profitable trade between India and the east coast of Africa. They hoped that one day most of this trade would fall into their own hands.

The news of the success of Bartholomew Diaz in rounding the southern

end of Africa spread over Europe like wild fire. But it made the merchants and shipowners in Venice worried. They now knew that it would not be long before the Portuguese would travel up the east coast of Africa and then follow the Arab trade route across the Indian Ocean to India. The spices, sugar, silks, perfumes, precious stones and porcelain of the East would then be taken by ship to Lisbon and be sold at a much cheaper rate than in Venice. This would mean that the prosperity—or good business—of Venice would come to an end. Did the Portuguese reach India as the people of Venice feared they would? That is a story still to be told.

Questions to Answer

Copy the left hand column of words. Find from Column II the words that suit each line in Column I, and write them after the words in Column I. You will have 8 complete statements when you have finished.

Column I

1. The Equator
2. At Mossel Bay
3. The Cape of Storms
4. At Diaz Point
5. In 1486
6. Caravels
7. India
8. The strange tall animals

Column II

- Diaz left Portugal.
 was not yet reached.
 are three-masted ships.
 were giraffes.
 a pillar was set up.
 was re-named Cape of Good Hope.
 black men were first seen.
 is an imaginary line.

Things to do

1. Draw a map of Africa on the chalkboard and in your note book trace the voyage of Diaz. Mark on it Portugal, the Equator, Cape of Good Hope, Mossel Bay, Great Fish River, Atlantic Ocean, Indian Ocean.

2. Find out about the following:—(1) the natives of South Africa (2) the cities of South Africa (3) the trees (4) the Cape of Good Hope (5) the products of South Africa. Get pictures of the above, if possible, and place them in your scrapbook, with a note beneath each one.

3. Write out the conversation that might have taken place between King John and Diaz on his return from Africa. Then have the class act it as a little play.

10. VASCO DA GAMA REACHES INDIA

The King of Portugal chooses Vasco Da Gama

It is July in the year 1497 and in the Tagus River before Lisbon are four Portuguese ships. They are ready to sail in a bold attempt to reach India. The King of Portugal has placed them under the command of Vasco Da Gama, a fearless man who has promised the King he will reach India, or die. Bartholomew Diaz, who has already rounded the Cape of Good Hope, is with him. He has spent months helping to build the vessels and collect the necessary supplies.

The departure

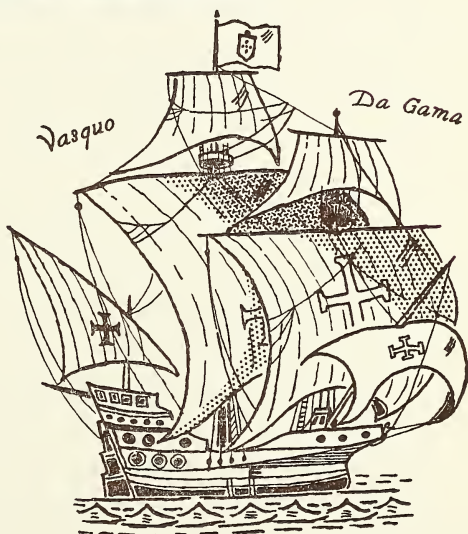
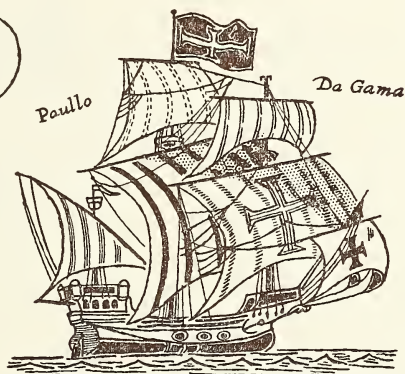
Vasco has read Marco Polo's book. He has also studied all the charts and maps he can lay his hands on, especially the ones so carefully prepared by Prince Henry, who has now been dead for nearly forty years. Having Bartholomew Diaz with him, makes Vasco feel happy. But what about the men who are going with him? Let us listen in on some of the conversation, as the crowd troops down in the blazing sun to the beach, where prayers are to be said and blessings given.

"I shall never see my son again, I know it," one mother is wailing, tears streaming down her sad face and her wrinkled hands screwed up in a knot. "He will be swallowed up by the Green Sea of Darkness or he'll be shrivelled up by sheets of flame, or those wicked monsters will eat him alive, or the unicorns will pierce him with those dreadful horns of theirs."

"Be of better heart, mother, and have faith in the good Lord", an old sailor tries to comfort her. "I sailed with Captain Diaz and many a time I and the rest of us despaired of ever seeing the shores of Portugal again. But here I am in the flesh and God be thanked."

"I think, Sebastian, you are right," adds another old sailor. "Captain Diaz has helped build these vessels. True it is they are small, but he knows they are sturdier and better built than the ones in which he himself went around the Cape." Then, becoming excited, his dark eyes sparkling, the sailor points to the little fleet. "See how proudly the *Gabriel*, the *Raphael*, and the *Berrio* ride on the river! And don't forget that Da Gama is wise enough to take with him another small ship, which is carrying stores and supplies. I tell you, Sebastian, if I were ten years younger I'd be off with Captain Da Gama myself."

VASCO DA GAMA'S SHIPS 1497:
PAULLO DA GAMA'S "SAN RAPHAEL" OF 100 TONS
VASCO DA GAMA'S "SAN GABRIEL" OF 120 TONS &
THE "SAN MIGUEL"



"The more fool you!" breaks in the mother of the sailor. "Those indeed are fine words, and Captain Da Gama may have fine ships, but I wish my son were safe at home in the hills, instead of risking his young life in this foolish venture." But the woman is a little more confident now. Perhaps sailor Sebastian *is* right. Under her breath she murmurs a prayer to God to protect her son and bring him safely back to her.

The voyage

It took Da Gama's little ships twenty days to reach Cape Verde. The leader, wishing to avoid the bad weather and currents usually found near the Guinea coast, struck out boldly into the Atlantic.

For months there was no sight of land. Da Gama was becoming anxious, but he was afraid to let his men know. He knew that his ships were close to the Cape of Good Hope, and he dreaded the storms about which Diaz had warned him.

On November 7, four months after leaving Lisbon, a broad bay was seen to the left, about 150 miles north of the Cape of Good Hope. Da Gama called it St. Helena Bay and decided to land. Here the Portuguese met a tribe of negroes called Hottentots. The captain gave them cheap presents including little bells and caps, and tried to find out if they knew anything about India. They shook their heads and laughed. At first the natives were quite friendly. Then somehow or other a quarrel started and one of the natives attacked Da Gama with a spear, slightly wounding him. So the sailors ran back to their ships.

As soon as he had taken on fresh water, meat, and other supplies, Da Gama steered his ships south. As the fleet neared the Cape, fierce storms broke and huge waves almost swallowed the little vessels. Many of the men were hurt. But worse still, that dreaded disease scurvy, caused by a lack of fresh fruits and vegetables, broke out. Men's hands and feet swelled, and they could not eat. Sprawled on the deck they lay ill and dying.

"Take us home, take us back to Portugal," they pleaded.

But Da Gama turned a deaf ear. "When I left Portugal," he said, "I promised that not one inch would I turn back until I had reached India; and I mean to keep my word. Let me hear no man again say he wants to turn back. If he does I'll have him thrown to the sharks."

For almost a month the gallant little ships sailed on, struggling through the most terrible storms. Then fortunately one day the wind dropped and

pepper
cloves

nutmeg



there was a calm. Suddenly the cry of "Land, Land!" rang from the lookout. They had reached Mossel Bay, which Bartholomew Diaz had previously found. Then the men knew that at last they had rounded the stormy Cape. During the storms the little store-ship had been so badly battered that Da Gama now commanded that it be broken up and the supplies packed in the holds of the other ships.

Again many of the crew, weary of the months at sea, asked to be taken back to Portugal. Again Da Gama refused; this time some of the sailors started a mutiny. Then the captain pretended to agree, but he said that it would be necessary for the leaders to sign a paper to be shown to the King, stating the reasons for turning back. When the three ringleaders entered the captain's cabin to sign they were suddenly seized and clapped in irons. Next, Da Gama ordered the ship's instruments brought to him and he had them thrown into the sea. "Now you may know," he said, "there is no turning back. God will be our pilot. Let me hear no more talk of turning back, for I will not return to

Portugal until I have found what I came to find."

Da Gama was now in unknown seas. No European had ever sailed them before. It took him four months to sail up the east coast of Africa. He saw land on Christmas Day and called it Natal in honour of the birthday of Jesus Christ. Today this is the name of a large province in South Africa. Farther along the coast he came upon the Bantus, a tall race of negroes who lived in huts that looked like beehives and who hunted lions, giraffes, and antelopes, with spears, bows and arrows. Later he passed the mouth of the great Zambesi River and went on to the island of Mozambique farther up

the coast. Here he found Arab traders living in well-built houses, and in the harbour he saw several ships, laden with spices, such as pepper, nutmeg, cinnamon, and ginger, and other eastern goods—silks, dyes, perfumes, rugs, pearls, gold, rubies, and other precious stones. How excited he was! At last he hoped to find out more about the trade with Egypt, Arabia, and India. But when the Arab traders discovered why Vasco Da Gama was there they refused to give him any useful information, and even plotted to kill him. However, he escaped and went on to Mombasa, which is today an important port in Kenya. Here he found more Arab traders, but these also refused to help him. He had taken on board two Arab pilots, but they plotted against him. When Da Gama found them out, they became so afraid that they jumped into the sea and were drowned.

At Melindi, still farther up the coast, Da Gama had better luck. Here he found cocoanut palms, hop gardens, and white-washed houses. The ruler, wearing a jewelled turban, a bright satin robe, and sandals, and protected from the burning sun by a huge umbrella, came in his long barge to meet the Portuguese. Soft music played as he approached. Gifts were exchanged and, most important of all, the Portuguese received fresh supplies of meat, fruit, and vegetables, besides two pilots to steer their ships across the Indian Ocean.

The sailors would have liked to stay on at Melindi—it was so pleasant there; but Da Gama was anxious to sail away. Once again he set out. One week, two weeks, three weeks went by. Then one morning the lookout shouted the welcome cry of “Land!” It was the great trading port of Calicut they saw in front of them, its golden palaces and temples glittering in the bright hot Indian sun.

The Portuguese had at last reached India.

Questions to Answer

1. Mention three difficulties that Da Gama met on his way to India.
2. Give two reasons why you think Da Gama on reaching southern Africa, sailed up the east coast, instead of sailing straight across the Indian Ocean to India.
3. Mention some of the animals and birds Da Gama's men might have seen.
4. What do we get from East Africa?

5. What is the climate like (a) near Capetown in South Africa (b) near Mombasa in East Africa (c) near Calicut in India?

6. Decide which words in the first column will make a correct statement with words in the second column. Then write out the sentence. Afterwards, number them in the right order.

Column I

In July, 1497
At the Cape of Good Hope
The Book of Marco Polo
Four small ships
Calicut
Da Gama reached India
Natal was named by Da Gama
Mozambique

Column II

In 1498
Da Gama had read
on Christmas Day.
is a Port in India.
Arab traders were found
Da Gama left Lisbon
it was very stormy
made up Da Gama's fleet

Things to do

1. Draw or trace a map of Africa and India in your note book. Mark the route taken by Vasco Da Gama. Mark in Lisbon, St. Helena Bay, Cape of Good Hope, Mossel Bay, Natal, Mozambique, Melindi, Calicut, Atlantic Ocean, Indian Ocean.

2. Write an imaginary log of the ship of Vasco da Gama.

3. Make class murals of his voyage. The following pictures are suggested: Leaving Lisbon, meeting the Hottentots at St. Helena Bay, fighting the storms near Cape of Good Hope, sighting the Cape, throwing the instruments overboard, meeting the Arab traders, meeting the ruler of Melindi, landing at Calicut.

Books to read

He Went with Vasco Da Gama. L. A. Kent. (Allen.)

Map Makers. Cottler and Jaffe. (Ryerson.)

11. LOOKING AT INDIA

India is large and has many people

If you look at the map of Asia, India does not seem to be a very large country. But actually it is larger than the provinces of Ontario and Quebec

put together and it has twenty-five times as many people as there are in the whole of Canada. Its peoples speak many languages which are quite different from the English you speak. Their languages sound very strange to us, just as ours does to them.

The climate of India

Notice that India juts out from Asia into the Indian Ocean and that it has the beautiful island of Ceylon to the south-east of it. South of this island you may find the equator, and because India is near this imaginary line, the sun's rays are almost overhead. These direct rays are very powerful and India generally has a hot climate. You know, however, that high mountains, even though near the equator, have snow covering the peaks and slopes. Such is the case with the Himalaya Mountains, the highest range of mountains in the world. Like a huge wall they cut India off from the rest of Asia.

What does India grow and produce?

In a warm climate the people do not need much heavy clothing. Most of them wear cotton garments. The raw cotton for making these clothes is grown in the southern part of India and is turned into cotton cloth in many mills around the large city and port of Bombay. Jute for making bags is grown near Calcutta, India's largest city and leading sea-port. Jute and manufactured jute are shipped all over the world. Tea is raised in the north-eastern hills and in Ceylon. The chief food of the people is rice. It is grown almost everywhere. Wheat, barley, oranges, and sugar cane are also produced in large quantities.

Large numbers of cows and water buffaloes are found in India. The cow is regarded as a sacred animal and is used for its milk, while teams of oxen and buffaloes pull carts and help cultivate the land. They do much of the work that is done in our country by horses and machines. In certain districts many camels, sheep, goats, and elephants are found.

India too has many large factories in which cotton, jute, iron, leather, and woollen goods are made. Much beautiful work in gold, silver, brass, and ivory is done by hand, and so are the lovely shawls, rugs, carpets, and jewellery which the country also produces and exports.

Vasco da Gama in India

Vasco da Gama reached the port of Calicut in the year 1498. He and his men had been on the sea almost eleven months. If you look at your map



A street in an Indian city

of India, you will find that Calicut is on the west coast and about three hundred miles from its southern tip. It is still a very important city and port. It is interesting to know that our word *calico* is named after this city, and was given by the Portuguese to the cotton cloth they found being sold there.

The Hindu ruler of Calicut was called the Zamorin. He was a small fat man, with a dark beard. He was richly dressed and wore a crown of gold that glittered with jewels. A string of gorgeous pearls hung around his neck, while each ear carried a sparkling diamond. He reclined on a green velvet couch under a gilt canopy. A servant stood behind him and fanned the great man all the time to keep him cool.

Da Gama was dazzled and almost overcome by the appearance of so much wealth. He told the Zamorin about Portugal and its king. He said that he and his men had travelled a long, long way in order to trade and take goods from the East to Portugal.

The ruler received Da Gama and his men graciously and ordered his servants to attend to their needs. That night the Portuguese leader slept in one of the beautiful rooms in the Zamorin's palace. The ruler gave Da Gama an idol of gold weighing sixty pounds as a present for the King of Portugal. It had emerald eyes and a ruby as large as a walnut in its breast.

The Portuguese stayed in India about three months and traded with the natives in Calicut and the surrounding district. The Arabs, however, were very jealous, as they were afraid the Europeans would take away much of their trade. They tried to stir up trouble between the Zamorin and his visitors, so much so that the lives of Da Gama and his men were in great danger. As the Portuguese ships were now loaded with many gold and silver vessels, with spices, silks, and other valuable treasures, Da Gama was most anxious to start on the long voyage back to Portugal. But when the sails were hoisted the wind suddenly dropped and there lay the Portuguese ships helpless and without motion, just outside Calicut. It was just at this time that the Arabs decided to attack. Armed with long knives and daggers, they came on in boat loads, bent on destroying the Portuguese once and for all. It looked as though the poor Europeans wouldn't have a chance, when suddenly the wind started to blow and filled the sails of the ships. With a happy cheer the Portuguese sailed away, leaving the Arabs disgusted and gnashing their teeth in their boats.

Da Gama returns to Portugal

It took Da Gama over a year to make the return voyage. How thrilled the people of Lisbon were to see his ships drop anchor in the Tagus river! They had a long time ago given them up for lost. Out of 170 men who had left Lisbon two years before, only 55 now returned. Da Gama did not forget God. He went into the little chapel and offered his thanks to Him for protecting his men, his ships, and himself on the long and dangerous voyage and for bringing them safely back home.

In Portugal there was great rejoicing. Wherever Da Gama went, crowds thronged around him. The people were almost wild to hear the stories of the East which he and his men had to tell. The King heaped honours and wealth on his great admiral and made him a nobleman. The whole of Europe was excited at his great success. He had joined the East and the West together in trade by sea.

In later years Da Gama returned to India to build up Portuguese trade. When an old man, he died there. His countrymen brought his body back to Portugal and buried it with great ceremony in the little sea-side chapel built by Prince Henry the Navigator for seamen.



Rhesus Monkeys now imported in large numbers from India for use in the production and testing of the Salk polio vaccine

Questions to Answer

1. What is jute used for? In what part of India does it grow?
2. List five things the Portuguese wished to obtain from the East.
3. Why did the Arabs want to fight the Portuguese?
4. Where did we get the word *calico*?
5. Where is Calicut? Roughly how far is it from Ceylon?
6. Tell what the Zamorin of Calicut looked like.
7. What is the main food of the people of India?
8. How does India compare with Canada in size? in population?

Things to do

1. Draw a picture of the meeting of Da Gama with the Zamorin.
2. Write out the conversation of this meeting and let members of the class act it as a little play.

UNIT III

FINDING A NEW WORLD

12. LOOKING AT NORTH AND SOUTH AMERICA

Let's look at the map

About the first thing we do when we want to know something about a continent or a country is to look at a map of it. This gives us an idea of its shape and size and where it is in the world. We know that if it is close to the equator it is likely to have a very hot climate, whereas if it is some distance from the equator and closer to either the North pole or the South pole it will have a cooler climate or perhaps a very cold one.

The continents of North and South America are two great land masses which are bound together by a long range of high and rugged mountains. These mountains are called the Rockies in North America, and the Andes in South America. They run the entire length of the continents from north to south. The two continents stretch from the Arctic Ocean in the north to Cape Horn in the south, several thousands of miles south of the equator. East of the ranges of the Rockies and the Andes are vast plains through which flow the mighty rivers of the St. Lawrence, the Mississippi, and the Amazon, draining the land and taking the water to the ocean. In areas of such extent you find, as you would expect, almost every kind of climate: from the snows and wintry blizzards of the Arctic, to the burning sun, blistering heat, and heavy rainfalls near the equator.

The Panama Canal

For thousands of years North America and South America were joined together by a narrow isthmus and ships travelling westward from Europe to



The Malarial Mosquito

the Atlantic Ocean and the Pacific Ocean to let the ships through. They tried and failed. What do you think defeated them,—rugged mountains, terrible heat, swampy land, poisonous snakes? No, it was none of these, but a tropical mosquito, which came by the million, biting the workmen and causing illness and death.

In 1907 men tried again. This time they covered the stagnant water where the mosquitoes bred with oil. The young mosquitoes couldn't breathe then and soon died. After seven long years of hard work the canal was finished in 1914 and ships were able to pass from ocean to ocean by the new short route.

The West Indies

On your map of North and South America you will find a large number of islands lying in the ocean between the two continents. Some are quite large but most are very small. These islands, the West Indies, are fairly close to the equator, and so, as you would expect, they have a hot climate, the kind we call tropical. If it were not for the breezes that blow from the sea, the islands would be even hotter.

The heat and dampness make many of the islands suitable for the growing of sugar-cane. White men, however, cannot stand hard work in such a climate. You have already learned how the Portuguese captains sailed along the west coast of Africa, where they seized negroes and made slaves of them. In later years thousands of these negro slaves were shipped to the West Indies, where their masters made them work on the sugar plantations. The result is that today there are several million people living on these islands who are descended from these negro slaves brought from Africa.

Before the Americas were discovered

For thousands of years there lay America bounded by the Arctic ocean on the north, by the Atlantic on the east and by the Pacific on the west. No

China, Japan, Australia, and New Zealand had to go all the way around Cape Horn at the southern tip of South America. This was a tremendous distance and made the voyages very long. For hundreds of years men had dreamed of cutting a canal to join

white man even dreamed that these great areas of land were there, blocking the way to China, India, and Japan.

For thousands of years buffaloes had roamed freely over America's grassy plains; other wild animals had lived in great numbers in its vast forests; birds had built their nests in its bushes, trees, and marshes, while fish had thronged its many rivers, lakes, and seas. All of these were known only to the tribes of people who first inhabited our part of the world.

The first Americans

When white men from Europe discovered America and began to settle the land, they found people living there whom they called Indians. These people hunted the buffalo and bear, caught the beaver, and fished in the lakes and rivers. Some of them raised corn, potatoes, squash, and tobacco. Many of them in North America lived in tents called tepees, made of skins, which they could take with them when they moved. Others lived in rough houses made of wood, while still others used flat-roofed houses built of stone and sun-baked clay. In what is now Mexico and in parts of South America the Indians had built fine cities, palaces, temples, roads, and bridges. Some of them made beautiful jewellery, pottery, ornaments of gold, silver, and copper, and beautiful robes of feathers. They could figure out the system of months, seasons, and years and they also had invented a form of picture-writing.

In general, the Indians of America, especially of North America, were very cruel and savage. They were very fierce in battle, often tortured their prisoners, and their tribes were at war with one another most of the time.

No one knows for sure where the Indians and the Eskimos came from. If you look at your map you will see that Asia and America nearly join and that there is a chain of islands between the two continents. It is believed that several thousands of years ago certain people crossed from Asia to America at different times, possibly travelling by boat from island to island or perhaps walking on the ice in winter time. The Indians and the Eskimos are believed to be descended from these people who came from Asia.

Some of the Indians hoped to find a warmer climate, better hunting, and a land that would grow more food. So over hundreds of years they wandered on and on, farther and farther south, until at last some of them may even have reached the southern end of South America.

You see now that the first Canadians and Americans, the first people in America, were the Indians and Eskimos.

Questions to Answer

1. Name a range of high mountains found in North America and a range found in South America.
2. What kind of climate would you expect to find (a) on the shores of the Arctic Ocean, (b) near the equator (c) at Cape Horn, (d) in the West Indies?
3. What three oceans surround America?
4. Who were the first Canadians and Americans? Where is it believed that they came from? How did they reach America? Why did the Indians travel farther and farther south?
5. Where are the West Indies? What is their climate like? What is the main crop there? Why were slaves brought there? Which European country first began to capture negro slaves in Africa?
6. Where is the Panama Canal? Tell the story of its building.

Things to do

1. Draw a map of North and South America in your book. On it mark the Arctic Ocean, Atlantic Ocean, Pacific Ocean, West Indies, equator, Asia, Cape Horn, Panama Canal, Isthmus of Panama.
2. Draw a line showing the routes the Indians may have taken in reaching the southern end of South America.
3. Draw (a) an Indian (b) an Eskimo (c) a tepee or wigwam (d) a canoe.

13. THE VIKINGS REACH NORTH AMERICA**Who the Vikings were**

About one thousand years ago on the shores of the present countries of Norway, Sweden, and Denmark in Europe lived a fair-haired, blue-eyed people. They were very sturdy, very fierce, and quite fearless, and they loved the sea, where they made their living; for the land where they lived was full of mountains and there was very little farm land. Because they lived in the North they were called Northmen or Norsemen and because their homes and hiding places were in the deep bays, called fiords, of Scandinavia, they were known as Vikings or "bay men."

The Vikings built long, shallow ships of oak, fitted with one large sail

and oars. The high-curved prow was carved in the form of a golden dragon or a snake. At the sides were hung their round shields, yellow and black, highly polished. On the striped sail was usually found the figure of an animal or bird, often a horse or an eagle. In these ships the bold Vikings sailed in and out of the fiords of their rugged country, across the ocean, and into inland seas. They fished, traded, sometimes plundered other ships, and attacked peaceful settlements on the coasts of England, France, Russia, and even as far away as Italy.

In time the Norsemen or Vikings sailed across the ocean to Iceland. They found that the island had warm springs, called geysers, and that, although it was so far north, it had a fairly mild climate. So many of them, instead of returning to Norway, decided to settle on the island.

Eric the Red finds Greenland

Among these fierce Vikings was a chief called Eric the Red, so called because he had red hair and a red beard. During a quarrel he killed a man



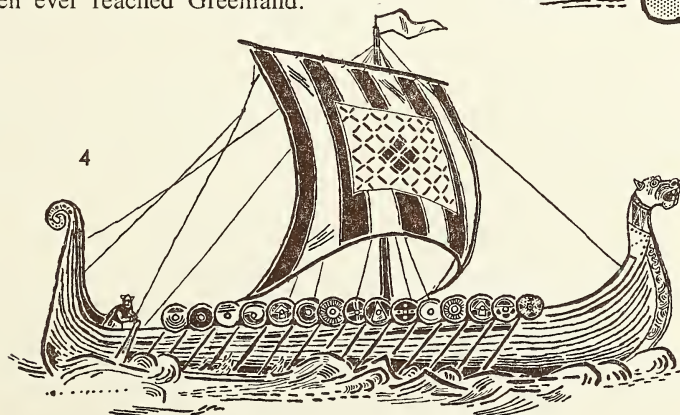
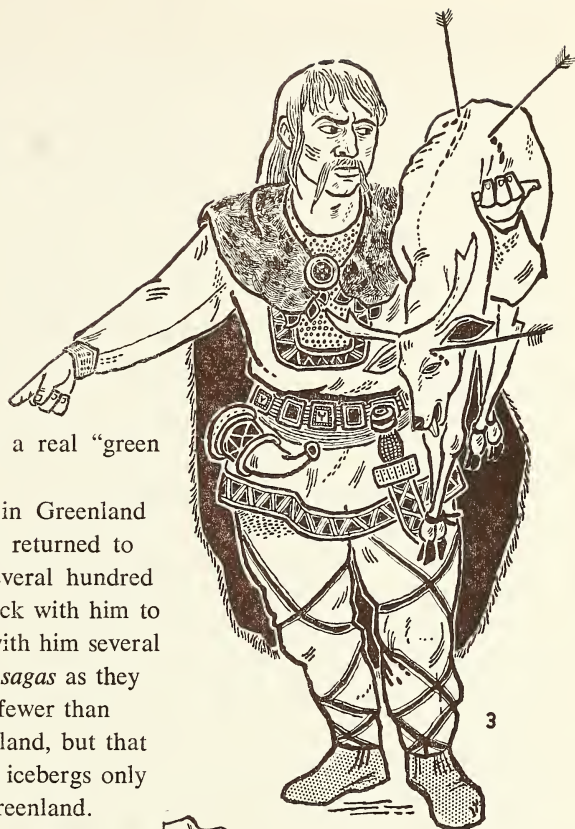
and, to escape punishment, fled from Norway to Iceland. Again he got into trouble and had to flee in his ship. He sailed westward until he came to the shores of a large island. He decided to settle there and called the place Greenland. "Let us give it a good name," he said; "then other Vikings will come from Iceland and Norway and settle here." It is true that during the very short summers the valleys are green and hundreds of kinds of wild flowers bloom there. But for the rest of the year the land is cold and barren and the high mountains running back from the coast are covered with ice and snow. We are not sure, however, what the climate of Greenland was like at the time of Eric the Red. Perhaps a thousand years ago the weather was much milder than it is today. In fact, certain scholars think that such was the case and that the



1. Prow ornament of a Viking Ship
2. A Viking Warrior
3. A Viking returning from the hunt
4. A Viking Ship

island in those days was a real “green land”.

Eric the Red stayed in Greenland for a few years and then returned to Iceland. He persuaded several hundred men and women to go back with him to Greenland; he also took with him several cattle. The old stories, or *sagas* as they are called, tell us that no fewer than twenty-five vessels left Iceland, but that on account of storms and icebergs only fourteen ever reached Greenland.



Bjarni gets lost and discovers America

It may be that the first white man ever to see America was a bold young Viking by the name of Bjarni. According to the sagas of the Northmen this is how it happened. On returning to Iceland from one of his voyages of plunder, Bjarni learned that his father and his relatives had gone to settle with Eric in Greenland. He at once asked how to get there and then sailed to the west. But he ran into very bad weather. The skies were the colour of lead and a biting wind came down from the north, driving his ship on and on. A thick fog came up and closed in on every side. During the day the men saw no sun, during the night no moon nor stars. Because the Vikings had only the sun and the stars by which to steer their ships, Bjarni didn't know which way to go.

"We are lost," said his men. "We have no idea where we are. We should have reached the ice-covered mountains of Greenland by this time." Then a miracle seemed to happen. The wind died down and through the mist they could see a low-lying shore line. What was their surprise when they found that instead of the ice-covered mountains of Greenland there were grassy hills and great green forests of fine tall trees.

"The wind has blown us too far south," said Bjarni. "We must sail northward to Greenland and our friends." Some of the men wanted to land, to see what the country was like, and take to Greenland some of the fine timber from the big trees. But Bjarni's mind was set on getting to Greenland as quickly as possible. He wanted to spend the Yuletide feast with his family. So he would not listen to his men. Fortunately for him the weather had now turned favourable. He headed his ship to the north-east. After passing several other unknown shores he and his men finally reached Greenland and were very glad to meet their friends again.

It is not known which shore or shores Bjarni may have seen. He may have found Newfoundland, Nova Scotia, or some part of the United States; but no one really knows.

Lief the Lucky finds Vinland and spends a winter there

Eric the Red, who you will remember was living in Greenland, had two sons, Lief the Lucky and Thorwald. Both were tall, sturdy, brave, and good sailors. When Lief learned from Bjarni about the unknown shore he had seen, with trees and grass growing nearby, he was anxious to see it for himself. He bought Bjarni's ship and then tried to persuade his father Eric the Red to go with him. His father, always loving adventure, agreed; but on

the way to the harbour his horse stumbled and the fierce old Viking was severely hurt. "The gods do not will that I should go with you," the old warrior said sadly. "I will stay in Greenland. You take your men and find new lands."

Lief's ship had a crew of thirty-five sturdy sailors. He took with him plenty of supplies and spears, swords, axes, and shields, in case he and his men had to fight.

After sailing over strange seas for several days to the south-west and passing many icebergs, Lief came to a shore which looked very barren. There were neither trees nor grass growing, nothing but huge mountains of ice in the distance and drab flat stones on the shore. So he called it Helluland, the Land of Flat Stones, probably the Labrador of today. As it was not very inviting, Lief went on.

The next shore Lief came to was covered with thick forests, probably Newfoundland or Nova Scotia. He called this place Markland, which means the Land of Woods. But again he continued on his voyage.

Farther south went Lief and his men, until they again sighted land. This time the shores looked very green, beautiful, and inviting, so they landed. It was early morning and the dew was still on the grass. The men tasted it and found the water sweet and very refreshing to their parched lips. Then they sailed up a river and caught several salmon for food, the fish being larger than any they had ever seen before.

It was now the season of autumn. The trees were turning into many bright and beautiful colours. The Vikings liked the country very much and decided to stay. They built houses and prepared for the cold winter months ahead.

Lief sent out parties of his men to find out all they could about the country. He told them to keep together for fear of possible enemies. But an old man by the name of Tyrker, who was from the south of Europe and who had looked after Lief when a child, wandered off and became lost.

"Where is the old man, Tyrker?" demanded Lief angrily when the party returned without him. No one seemed to know. So Lief took some of his men and went to look for his old friend. Luckily they soon found him. He was all excited and smiling happily.

"See what I've found," he exclaimed, holding up several bunches of grapes. "They were growing on vines and I know they're grapes, because I've seen such fruit growing in Europe."

Lief and his men ate some. "They taste good," said the leader. "Because this is the land of vines, we will call it Vinland."

The Norsemen found the winter in Vinland cold but not as cold as in Greenland. They noticed too that the days and nights were nearly equal, very different from those of Greenland, where in winter time the nights are very long and the days very short, the sun scarcely being seen at all.

When spring came Lief decided to return to Greenland and tell his friends about the wonderful new country he had found. He had his men cut down some of the biggest trees and load the boat with as much timber as it would safely carry, for he knew that in Greenland wood was very scarce. Then he sailed away and, favoured with good weather, soon reached his home.

The exact date of the discovery of Vinland by Lief the Lucky is not known, but it was probably about the year 1000, which is an easy date to remember. It is believed that he was the first white man to live on the great new continent of America.

Thorwald is killed in Vinland

When Eric the Red died his son, Lief the Lucky, became the Chief of Greenland. Lief was so busy that he did not find time to return to Vinland. His brother Thorwald, however, decided to go. He and his men explored more land and spent some winters on the new continent. But Thorwald was not as lucky as his brother, for on one of his trips he and his men were attacked by a large number of fierce copper-coloured natives who travelled over the water in swift canoes. In the battle Thorwald was badly wounded under the arm by an arrow. He knew he was going to die, so he asked his men to carry him to a headland overlooking the sea, where he had hoped to build a settlement. They did so, and there the sturdy Viking breathed his last. Thorwald's men stayed on another winter. Then in the spring they loaded their boats with wood and returned to Greenland.

During the next few years, it is believed, other Vikings came from Greenland and settled in America. Sometimes they quarrelled and fought among themselves; but more often the savage natives attacked them. At last they all returned to Greenland and for five hundred years America was forgotten by the white men.

No one knows exactly where Vinland was, for much of what we know about it has come down to us only through the sagas or stories of the Vikings

that were told or sung around their fires in the winter time. Vinland was probably somewhere along the coast of Nova Scotia or the United States, or it may even have been in the Gulf of St. Lawrence.

Questions to Answer

1. Give two reasons why the Vikings left their homes in Europe.
2. In what other countries did they settle?
3. Why did Lief the Lucky call the new country Vinland?
4. Give three reasons that might have made the Norsemen leave America.
5. In about what year did Lief the Lucky find Vinland?
6. For about how many years after the Vikings left, was America unknown to white men?
7. Explain the meaning of Viking, fiord, saga, geyser, Yuletide.

Things to do

1. Draw a map of Western Europe and North America on the chalk board and in your notebook. Mark on it Norway, Denmark, Iceland, Greenland, Labrador, Newfoundland, Vinland. Show the routes taken by Eric the Red and Lief the Lucky.
2. Draw a picture of what you think Eric the Red looked like.
3. Make a model of a Viking ship. Don't forget the single striped sail with a horse on it, the oars and the shields at the sides.
4. Write an imaginary conversation between Lief the Lucky and his father, Eric the Red, on Lief's return from Vinland. Make up a little play and act it.

Books to read

Map Makers, Cottler and Jaffe. (Pages 31 to 37.) (Ryerson.)

Words you should know

fiord—a long, narrow inlet, with high banks or rock on either side, running into the land, as on the east coast of Norway.

prow—the front of a boat.

geyser—a natural spring of boiling water, gushing out of the ground. Found in Iceland and New Zealand, and other places.

saga—an old tale of the Norsemen, usually sung.

Yuletide—an old name for the feast of Christmas.

14. COLUMBUS THINKS THE WORLD IS ROUND

Columbus as a boy in Genoa

In the port of Genoa on the north-west coast of Italy lived a red-headed boy with blue eyes. He was the son of a weaver of wool and his name was Christopher Columbus. You will remember that it was in Genoa that Marco Polo had spent several years in prison and had told the stories of his travels to a friend who had written them down in a book. One hundred and fifty years had gone by since the time of Marco Polo, but people were still reading the book about his wonderful journey to Cathay or China. Among them was Christopher Columbus. We can well imagine how the stories excited him and made him want to be a great traveller. As a boy he watched the ships coming and going in the busy port of Genoa. He talked with the sailors about distant countries and other peoples. He saw them unloading their rich cargoes of bales of silks and rugs, boxes of pepper and other spices. He learned about Prince Henry the Navigator and how the Portuguese were trying to find a sea route to India around Africa.

As soon as the chance came, Columbus went to sea. He travelled along the West coast of Africa and to England. He even went as far as Iceland, where the descendants of the Vikings lived. Here he heard stories of distant lands somewhere to the West. On one of his voyages along the shore of Portugal, the ship he was on was attacked by pirates and sank. But Columbus, who was a good swimmer, reached the shore in safety.

Columbus as a student of geography

In Portugal, where his brother also now lived, Columbus studied maps and books about the earth, the sun, and the stars. He and his brother drew their own maps and no doubt wondered many a time what lay to the west of Europe.

"I think, Bartholomew," said Christopher one day to his brother, as they looked at one of their maps, "that the earth is round; and I believe that if a captain were brave and bold enough to sail his ship westward into the Sea of Darkness, he would be bound to come to Cathay, or Cipango (Japan), or even to India."

"But the Portuguese captains think that they can sail around Africa and reach India that way," replied his brother.

"Yes, but see here," added Christopher, drawing a line to the west across his map, "if I followed this route, I'd be in India in a few weeks—much sooner than the Portuguese. And don't forget," he added, "that the Portuguese still haven't found a route around Africa."

"You must be dreaming!" laughed Bartholomew. "And there's another thing—where do you think you'll be able to get ships, and the supplies and the sailors for such a voyage?"

"From the King of Portugal," replied Christopher, his blue eyes sparkling and his face flushed with excitement.

But the men at the court of the King of Portugal made fun of Columbus. They called him a dreamer and told the King that his ships would be swallowed up if they sailed into the western Sea of Darkness. In any case the King of Portugal preferred to spend his money on the work started by Prince Henry,—the work of finding a route to India by way of the southern end of Africa.

Columbus gets help from Spain

Columbus was not the kind of man to give up easily. He was more than ever certain that the world was round; he was still sure that by sailing westward he could reach China. He sent his brother Bartholomew to England and France to see if he could get help there, while he himself went to Spain to seek ships, supplies and men from King Ferdinand and Queen Isabella.

The King of Spain, like the King of Portugal, called in his advisers to see what they had to say about the ideas of Columbus. And, like the men at the court of the King of Portugal, they made fun of his suggestions.

"How can the world be round like a ball?" they asked. "If it were round, the seas and the lakes and the rivers would all fall off. Columbus is nothing but a mad dreamer and if Your Majesty gives him the ships he asks and he sails into the Sea of Darkness, he will be swallowed up in the great hole that lies beyond."

So the King would not listen to Columbus. But fortunately for him Queen Isabella believed in him. She said she would provide the money, even if she had to sell her jewels to do so; and so at long last Columbus was able to prepare for his voyage.

Questions to Answer

1. In what port did Columbus live as a boy? Where is this port? Why was it famous in those days?
2. What book did Columbus read and what did it make him want to do?
3. When Columbus was in Portugal, what were the Portuguese sailors trying to do?
4. What countries did Columbus visit and why?
5. Why didn't the King of Portugal help Columbus?

Things to do

1. Draw a picture of Columbus as a boy watching the ships come and go in Genoa.
2. Write the conversation at the court of Ferdinand and Isabella, when Columbus was asking for help. Then put on the little playlet.

15. COLUMBUS FINDS THE NEW WORLD**Columbus sails into the Sea of Darkness**

It was a morning in August, in the year 1492, when Columbus set sail from the port of Palos in Spain with three little ships, the *Nina*, the *Pinta*, and the *Santa Maria*. None of them was much larger than the fishing boats of today. The *Santa Maria*, on which Columbus travelled, was sixty-three feet long and carried fifty-two men. It was the only one that had a deck from end to end. Many of the great ocean liners of today are more than a thousand feet long, have several decks, and carry thousands of persons.

Slowly the shores of Spain faded away. The great adventure had begun. On the third day out one of the ships was already in trouble. The *Pinta* had broken her rudder, but Columbus did not intend turning back. He ordered the little ship to keep on, and in about six days the Canary Islands were reached. Here Columbus spent almost a month repairing his ships and taking on supplies of meat, fruit, water, and wood. Then when all was ready, he set sail again. Now before him lay the great unknown western ocean, the "Sea of Darkness." A strong wind from the east blew the ships along. As far as eye could see there was nothing but sky above and the rolling waves all around. The men began to be afraid. "We shall never see our homes

again," they said. "Our captain is mad. He will lead us into the big hole and we shall all be devoured by monsters."

They came to Columbus. "Let us turn back, while there is yet time," they pleaded.

"What would King Ferdinand say," he demanded, "if we return without finding new lands? And how the people would make fun of us!"

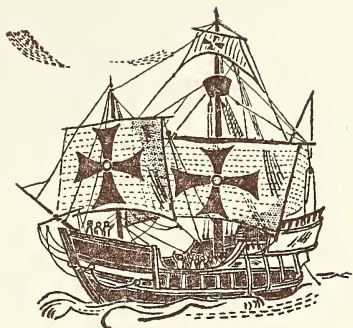
Columbus had expected to reach India in two months. But day after day passed and still there was no sight of land. His men now threatened to throw him overboard if he didn't turn back. At last he was forced to promise them that if they didn't sight land within three more days, he would turn back.

Land at last!

Hope now rose in the captain's breast, for birds were seen that never went far from shore. Then one of the crew saw a carved piece of wood and a little later another sailor spied a branch of a thorn tree with red berries on it. These were all signs of land not very far away.

The sailors became much happier. Columbus gave orders that a strict watch for land should be kept, and promised a suit of fine clothes and money to the first sailor who saw land. He himself peered into the darkness and at ten o'clock one night he thought he saw a light moving, as though it **might** be a torch being carried by someone running along the shore. A few hours later a cannon from the *Pinta* boomed out to tell everyone the happy news that land had at last been seen. When dawn broke, there before them lay the low-lying shores of an island.

It was the twelfth of October, 1492, when Columbus and his men landed. It had taken them ten weeks to cross the Atlantic Ocean, whereas an ocean liner of today can make the same voyage in five days. The admiral put on his best suit, with a red-velvet cloak thrown over his shoulders. With the flag of Spain in one hand and his sword in the other, he was the first man to step ashore. He and his men knelt down and kissed the ground. They thanked God for bringing them safely through so many dangers. Columbus



The Santa Maria



"With the flag of Spain in one hand and his sword in the other"

lifted up the royal flag of Spain and claimed the land for King Ferdinand and Queen Isabella. He named the island where they had landed San Salvador.

Columbus meets the Indians

San Salvador, the name given to the island, means "Holy Saviour". Actually it was Watling Island in the Bahamas that Columbus had reached. But he and his men did not know this. There were several reasons why they thought it was off the east coast of India. The climate was warm, the plants were tropical, the natives dark-skinned. They, of course, were unaware that the great continent of America and the vast Pacific Ocean still lay between them and India.

As the Spaniards landed, they saw some copper-coloured natives, almost naked, hiding among the palms and bushes and quietly watching these strange newcomers with their pale faces, black beards, waving plumes, flashing swords, and splendid clothes. At first the natives were a little afraid of the white men, but after a time they came out and took the gifts of glass beads and red caps that the Spaniards offered them. Because he thought he was off the coast of India, Columbus called these natives Indians; and they have been so called ever since.

More islands discovered

Columbus then sailed among the islands which we now call the West Indies. Always he had in mind the famous book of Marco Polo. Always he hoped to find the great cities of China and India and trade with them for gold, silks, and spices.

He came to the large island of Cuba. Here he found lovely palm trees, brightly coloured flowers, and green fields of potatoes, corn, and cotton. He noticed that many of the natives had burning rolls of dried leaves between their lips and that they kept puffing smoke out of their mouths. In later years the trade in tobacco was to bring great wealth to the Europeans.

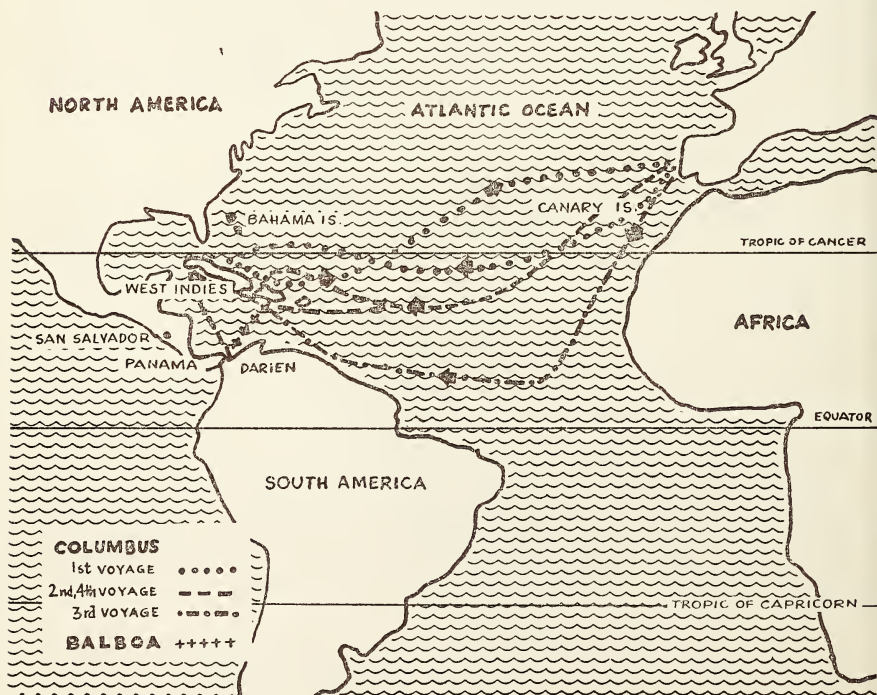
Some of the natives were seen wearing bits of gold around their necks. The Spaniards, always greedy for gold, got the metal from them by trading some cheap cloth and beads. The Indians told the white men by sign language that there was more gold to be had on the island of Haiti, which was to the west.

The captain of the *Pinta*, hoping to be first to find the gold, now made off with his ship. He refused to obey the orders of Columbus to come back.

So the *Santa Maria* and the little *Nina* went on to Haiti alone. Here on Christmas morning a sad accident happened. The *Santa Maria* ran into a sand bar and the waves threw her on her side. Columbus moved all the supplies he could save to the *Nina* and used the wrecked timbers to build a fort on the island.

The captain of the *Pinta* now came back. He had found no gold. He told Columbus that he had not meant to run away. The admiral generously forgave him and the *Nina* and the *Pinta* left Haiti and set sail for Spain, leaving some forty men on the island, but taking six natives on board.

For a few weeks all went well. Then one night a fierce storm came up. The ships were parted. The sea raged and the waves washed over the little *Nina*. Columbus thought that this time the end had come. He quickly wrote a short story of his voyage, and placed it in a barrel, which was then thrown overboard. He hoped King Ferdinand and Queen Isabella would some day receive it. Luckily, however, the storm went down and the *Nina* reached



the Azores Islands, which belong to Portugal. Later, on March 15, the little ship reached the harbour of Palos in Spain. Columbus had been away seven and a half months.

The people of Palos went wild with excitement. They rushed down to meet the brave men, who had dared to cross the great Atlantic Ocean and sail back again. And while everybody was rejoicing, the *Pinta*, which all had given up for lost, also came into the harbour.

Columbus then went to the capital to tell the story of his voyage and discoveries to the King and Queen. They were so delighted and so proud of him that they had a seat placed for him between their thrones. He showed them the six Indians, the ornaments of gold, the parrots with their brightly coloured feathers, and the strange new plants, all of which he had brought from the West Indies.

Columbus makes three more voyages to America

As you might expect, the great admiral Columbus was not satisfied to stay in Spain. He wanted to go to the West Indies again and find still more lands. Soon he was arranging for another voyage and this time he had no trouble in getting all the supplies and men he wanted. He took with him priests, to teach the Indians about God, and farmers to settle on the land. He hoped also to find gold.

The fleet of seventeen ships or caravels, as they were called, left the great Spanish port of Cadiz towards the end of September in 1493. In November an island, which Columbus called Dominica, was reached. The ships went on to sail among other islands, including Puerto Rico, Haiti, Cuba, and Jamaica. On one of the islands the natives gave the Spaniards some pineapples, a fruit they had never before seen or tasted.

Columbus had been told by some natives of the West Indies that there was gold to be found in the lands that lay to the south of them. So on his third voyage the admiral took a more southerly route. Having reached the Canary Islands, he went down the west coast of Africa to the Cape Verde Islands, and then struck out west across the Atlantic Ocean. He was now in the tropics and the heat became almost unbearable. The ships ran short of drinking water and fresh supplies. Many of the crew became ill and died. The tar, with which the seams of the vessels were filled, melted, and the sea water seeped in.

Luckily for the Spaniards, the weather changed and a strong breeze came

up, blowing them to the island of Trinidad. Following the southern coast of the island, they saw a distant shore on their left. As they neared this shore, their ships were almost wrecked by the swift current which they now found flowing into the sea. On tasting the water, Columbus found it was fresh. "This must come from some mighty river," he exclaimed. "It must be from the continent of Asia." But we know now that the water was from the great Orinoco River and that Columbus was approaching the mainland of South America.

On landing the Spaniards found the natives very friendly. They gave them fresh fruits and fine large pearls, which they had obtained from oysters along the shore. But although it was very pleasant there, Columbus was eager to sail to Santo Domingo on the island of Dominica, where the Spaniards had already settled; and he soon left.

The admiral found plenty of trouble when he arrived at Santo Domingo. There had been fierce wars between the white men and the Indians. The Spaniards too had quarrelled among themselves. They had not found the gold nor become rich overnight, as they had expected. Some of them grumbled and wanted to be taken back to Spain. They refused to obey the orders of Columbus. Finally some bad men among them seized the admiral and his two brothers, put them in chains, and sent them back to Spain as prisoners.

When the King and Queen learned of the arrival of Columbus and his brothers in chains, they were very angry. "What kind of treatment is this to give to Columbus, an admiral and the discoverer of the West Indies?" demanded Queen Isabella, breaking into tears. She and the King ordered them freed at once and to be given a large sum of gold.

Columbus was now an old man of sixty-six. His hair was snow-white, but his eyes were still keen. In 1502 he started on his fourth and last voyage. He learned from the Indians about an ocean to the west and a narrow piece of land that divided the two oceans. He thought they meant a strait and he hoped it would lead to India and the Spice Islands. But the Indians meant the Isthmus of Panama and that was what Columbus found when he reached there. His ships could not get through. So he sailed along the coast to Costa Rica, which means "Rich Coast". Here the Spaniards found some gold, but the natives fought with them and finally drove them away.

Columbus went on to Santo Domingo, where he again ran into trouble. His money was now gone, his ships were leaky, many of his men were ill,

and he himself was tired out. Sadly he returned to Spain. Queen Isabella, his greatest friend, died soon after he reached there. His last few years were sad ones indeed. He was without money and friends. He tells us that he did not even own a roof over his head. He died in rags and poverty, never knowing that he had found a great continent.

Questions to Answer

1. How many voyages did Columbus make to the new world? What islands did he reach?
2. What were some of Columbus' trials and setbacks and misfortunes?
3. What were the three ships that Columbus first set out with and which of them returned to Spain?
4. What was the size of Columbus' ships? Give four reasons that made it difficult for them to travel.
5. Why are the West Indies called by that name? Which is the largest island among them?
6. Describe the climate of the West Indies, and the natives whom Columbus found there.
7. Name four things that grow in the West Indies.

Things to do

1. On the globe or a map of the world find these places: India, China, Japan, East Indies, West Indies, Cuba, Jamaica, the equator.
2. On a map on the chalkboard mark the routes taken by Columbus on each of his voyages.
3. Do the same on a map in your notebook, which you may either trace or draw.

Words you should know

island—a body of land, large or small, surrounded by water

tropics—the region lying between the tropic of Cancer and the tropic of Capricorn. It is the Torrid Zone, part of it being north of the equator and part south of the equator.

stern—the back part of a vessel; sometimes called the aft part.

caravel—a small sailing vessel. It had a high stern, three masts, and usually three or more three-cornered sails. It also had oars, to be used when the wind dropped.

16. JOHN CABOT REACHES NORTH AMERICA

The forgotten continent

The Vikings, as we have learned, had discovered part of North America about the year 1000 and had lived for a time in some spot on the coast which they had named Vinland. But after they left it, no other Vikings returned, and except in the songs and stories, the new world was forgotten for some five hundred years. By that time, the compass and astrolabe had been invented, and European sailors were better prepared to face the great and unknown seas. We shall now learn about a daring sailor, as brave as Columbus, who first planted England's flag on the North American continent.

An Italian in England

John Cabot was born in the port of Genoa in Italy. You will remember that Columbus too was born there. At a later date Cabot moved to Venice,



another great Italian port. Here he traded with the East in silks, carpets, sugar, and spices. In those days merchants, instead of relying on others, would themselves sometimes travel to distant places to get the goods they wanted. Once Cabot travelled all the way to Arabia to meet a caravan, which had crossed the desert to bring some of those goods that Europe prized so highly. There is no doubt that on this trip this great merchant sailor learned not only a great deal more about trading, but also very much about ships and the way to sail them. Like Columbus, Cabot no doubt made up his mind that one day he would find a new and an easier route to India and China.

Cabot and his three sons sailed to England and settled in the port of Bristol. He was in England when the brother of Columbus tried to get help from the English king, Henry VII. We can well imagine that when Henry later heard about the successful voyage of Columbus, he would be very sorry he had not helped that great sailor. He was now all the more willing to have English ships discover new lands. The merchants of Bristol also wanted to find a shorter route to India and other eastern countries. You may note that the port of Bristol is at the mouth of the Severn River and faces the great Atlantic Ocean. In those days it was a very busy port and many ships traded there. Some ships had no doubt from time to time sailed out into the unknown western ocean, but they had never brought back news of any lands. Henry VII now gave permission to John Cabot to sail east, west, or north. Notice that he was not told he could sail south. This King Henry of England did not want to get into trouble with the Spaniards, whose ships were already in the southern seas. Cabot was to claim any lands he might find for King Henry, who was also to receive one-fifth of any profit. With the help of the merchants of Bristol Cabot was able to get ready a small vessel called the *Matthew*. It had a crew of only eighteen and was not much larger than a fishing boat.

On a pleasant May morning in the year 1497, when the English fields were green and dotted with countless flowers and the hawthorn hedges were in bloom, the little ship left the shores of lovely England. Cabot and his son Sebastian sailed down the Bristol Channel and along the southern coast of Ireland, and then struck out boldly into the great unknown western ocean.

He had not sailed into the Atlantic very far before terrific storms came up, and sometimes it seemed that the little craft could never hope to escape



the huge waves that threatened to swallow her. At other times thick fog hung like a blanket over the sea, hiding sun, moon, and stars and making it more difficult for the captain to guide the ship. But a still greater danger was the great icebergs that came floating down from the north, with only a part of their surface showing above the water, the larger portion being under the sea. Cabot prayed that the little *Matthew* would be lucky enough not to crash into one of these huge masses of ice.

After sailing wearily along day after day for almost two months, the hearts of Cabot and his men were greatly gladdened one morning to see through the rising mists the faint outline of a shore. How happy they were! At last so they thought, they had reached a part of north-eastern Asia, possibly China or Japan. As they came nearer to the shore it looked lonely and barren. They were puzzled because they saw no cities, no crowds of people. We are not sure today which land Cabot had reached. It was probably Newfoundland, possibly Cape Breton Island.

Cabot and his men were anxious to go ashore to find out what was there. On a hilltop they placed the flag of England and a wooden cross with the name of King Henry VII upon it. This meant that Cabot was claiming the land for England. Because of this act the English later on claimed great stretches of the North American continent.

No natives were seen, but one of the sailors nearly fell into a trap made of strips of deer hide and branches, which had been set to catch wild

animals. In another place Cabot noticed notches in trees cut by axes. Bone needles for making nets, were also found. All these things showed that people lived in this newly-found land.

The *Matthew* sailed around the Gulf of St. Lawrence and possibly along the shores of what are now Nova Scotia, north-eastern United States, and Labrador. We are not quite sure where Cabot did go. He tells us that he saw a white bear catching fish and eating them. Above all, he was surprised at the quantity of fish. He writes, "The sea is covered with fishes which are caught not only with nets but with baskets, a stone being tied to them in order that the baskets may sink into the water."

As food and other supplies were now running low and as autumn with its stormy cold weather was coming on, Cabot decided to make for home. He had better luck going back than in coming, for in about a month's time he reached Bristol. The voyage to America and back had taken the *Matthew* about three months.

King Henry was glad to welcome Cabot home. It is true that he had not brought back any silks, gold, or spices, nor had he found the rich cities of the East, but he could tell about huge quantities of fish he had seen. The King was well pleased when he heard this. He reached into his purse and drew out ten golden coins called pounds or sovereigns, which altogether would be worth in our money of today possibly five hundred dollars. These he gave to Cabot, saying, "You have done well, Master Cabot. England is proud of you. The vast quantities of fish you saw may prove of more value to England for food than all the gold and riches of Spain. For your reward we order that twice a year you shall receive ten golden sovereigns and we further command that you be given the title of Admiral."

Cabot bowed low before the King, and proud as a peacock walked out of the room. He returned to Bristol, where he became known as the Admiral. He and his son Sebastian made other trips, discovering more of the coast of North America, and sailing as far south as Florida. England made use of the fishing grounds Cabot had discovered, but she did not send out settlers to the lands she claimed until more than a hundred years later.

Questions to Answer

1. Where was Cabot born?
2. Mention three ports in which he lived at different times.

3. Give two good reasons why Cabot wished to sail to the west.
4. Why did Henry VII not allow Cabot to sail to the West Indies?
5. Give two reasons why Cabot's discovery was important to England.
6. Where is Bristol? Why do you think it was an important port in those days?
7. How long did it take Cabot to cross the Atlantic and return? How long does it take today by ship, by aeroplane?
8. Where are (a) Newfoundland (b) Cape Breton Island? What is the climate like and what grows there? What are some of their products.

Things to do

1. Read more about the story of Cabot in one or more of the following books:

Map Makers by Cottler and Jaffe (Ryerson)

Finding the New World by Walter T. Field (Ginn)

A Brave Young Land by Edna McGuire (Macmillan)

The Pathfinders of North America by Edwin and Mary Guillet (Macmillan)

2. Draw a map on the chalkboard and in your book, showing the route taken by John Cabot on his first voyage. Mark in England, Bristol, Bristol Channel, Ireland, Atlantic Ocean, Newfoundland, Cape Breton Island, Labrador, Gulf of St. Lawrence.
3. Obtain pictures showing parts of Newfoundland, Labrador, and Cape Breton Island. Place them in your book, and write a note under each one.
4. Have the class act the scene of (a) Cabot at the court of King Henry VII before he leaves (b) when he returns.
5. Make a picture of Cabot erecting the English flag on North America.
6. Find out how much of an iceberg is under water.

17. BALBOA FINDS THE PACIFIC

The Spanish follow the route of Columbus

We have already learned that Columbus, right up to the time of his death, believed he had reached India and the continent of Asia. Many Spaniards now settled in the West Indies, while others, looking for greater wealth and adventure, sailed along the coast of America, looking for an

opening that might lead them to the rich cities of China and India, and to the spices of the East Indies. No one knew how far to the north or to the south the coast reached. No one knew what lay on the other side of the land they could see. We shall now learn about the first European who ever set eyes on the Pacific Ocean from the American side.

Balboa hides in a barrel

Living in a settlement on the island of Haiti was a Spaniard by the name of Balboa. He had been shipwrecked and had taken up farming for a living. But he soon found himself in debt and owing more money than he could ever hope to pay. He was bold and keen for adventure and wanted to get away to make his fortune. But the Spanish law said that a man who owed money could not leave the island.

One summer night in the year 1510 two ships were in the harbour of Santo Domingo. They were getting ready for a voyage to the Isthmus of Panama, where the Spaniards already had a settlement. "If only I could get on one of those ships!" said Balboa to himself. "But how can I?"

In the early morning men were busy loading big casks of salted pork, flour, other food, and water for the long voyage. The sailors seemed to be out of breath lifting, pushing, and rolling the heavy casks on board.

"Good gracious," grunted one sailor, "you'd think from the weight of some of these casks, they'd put elephants instead of salted pig in them."

"Here's one," remarked his friend, "that doesn't seem quite as heavy as the others. I wish they were all as light as this one . . . Anyway give me a hand with it."

"I'd love to know what's in it," said the other.

"I would too, but we'll get into trouble with the Captain if we open it up." So saying, they rolled the cask on to the deck, leaving it standing.

The ship sailed out of the harbour and into the open sea. A few days



passed. Then one fine morning Balboa, to the surprise of everyone, burst open the cask in which he had been hiding, and crawled out. The crew roared with laughter, but the captain was very angry. "Put this man in chains at once," he thundered, "and throw him into the hold of the ship. He has no right to be on my ship. I'll put him off on the first desert island we come to."

"But sir," pleaded Balboa, "I am strong and willing to fight. I can be of much greater use to you as a soldier than as a prisoner. Let me fight for you and for the honour of Spain."

The captain stroked his black beard and thought. He began to see that perhaps Balboa was right. After a pause he said, "Maybe the rascal is right. Give him food and weapons and let him fight for us."

Balboa learns of another ocean

The captain sailed on, but near the coast the ship struck a rock and the waves soon broke it to pieces. The men were saved, but nearly everything, except some biscuits, cheese, flour, and a few guns, was lost. Fortunately Balboa knew the coast well. He now persuaded the Spaniards to move their settlement to Darien, which was on the Isthmus of Panama and close to the place where the Panama Canal was built in later years.

After a time Balboa became leader and was chosen governor. He married the daughter of an important Indian chief. This helped to make him very powerful. He also made a friend of another Indian chief, who sent him presents of gold. The son of the chief, also wishing to please Balboa, sent him a large quantity of gold and several slaves. When Balboa was weighing out the gold, in order to set aside a fair share for the King of Spain before dividing the rest among the Spaniards, a fierce quarrel started. The Indians were amused and amazed. They could never understand why the white men should love the metal so much. Suddenly the son of the chief struck the scales and scattered the gold all around. "If you are so fond of gold," he said, "why don't you cross the mountains and go south along the shore of the great ocean? There you will find a people who have so much of the metal that even their plates and cups are made of solid gold. In that country there is so much gold that the white men will find enough for all."

You can well imagine how the keen, bold Balboa pricked up his ears on hearing these words. What news! Here was something the Spaniards had been seeking for, hoping for. He at once sent word by messenger to the

King of Spain. He made up his mind that he, Balboa, would find this great ocean and get the gold, or die in the attempt.

Balboa crosses the mountains

It did not take him long to get ready. Early in September in the year 1513 he set out from the coast with 190 armed Spaniards and 1,000 natives. Their way lay through thick tropical jungles and across steaming swamps. In many places they had to hew their road through the thick undergrowth. The heat was terrific and the poor Spanish soldiers suffered in their heavy armour and clothing. Swarms of mosquitoes bit their hands and faces and made their eyes swell. Many of the soldiers fell ill from fever and died. Then to add to their troubles the Spaniards came to a place where the Indians were unfriendly. Fierce savages suddenly attacked them, but when the white soldiers fired their guns the natives ran away, thinking the Spaniards were hurling lightning and thunder after them.

Balboa and his men were thinking always of the treasure they hoped to find. It was only the thought of gold that kept them going through the swamps and jungles. They took almost a whole month to get through the jungle. Of the 190 men who had started from the coast, only 67 came out alive. One fine morning those left alive saw before them the bald summit of a range of mountains. The Indian guides now told the Spaniards that the ocean could be seen from the top. Tired as they were, Balboa and his men struggled up the side of the mountain. Near the top the leader ordered the party to halt while he went on alone. He wanted to be the first white man to gaze on the new ocean. And what a vision met his eyes! From the peak where he stood he could see the glistening waves of a great ocean, stretching as far as his eyes could see. Then he called his men to show them the wonderful sight. They fell on their knees and thanked God. Before leaving, they made a rough cross and set it up on a pile of stones.

Days later, when the party reached the ocean, Balboa, carrying the royal banner of Spain in one hand and his sword in the other, waded out till the water was above his knees. Then in a loud voice he claimed the ocean, and all the islands and lands washed by its waters for the King of Spain. He called it the Great South Sea, little knowing how many thousands of miles it stretched or how vast were the areas he was claiming for his royal master.

The Spaniards now hauled some canoes down to the sea and set out along the shore. They were thus, we believe, the first white men to travel on the

Pacific from the American side. Balboa traded with some of the natives for their gold and obtained some very beautiful large pearls from some nearby islands, where the Indians dived for them. These islands are still called the Pearl Islands.

The Spaniards took the gold and pearls and returned to the settlement at Darien. Balboa told the news of the great ocean he had seen and of the land where cups and plates of gold were said to be in common use. Then he had the natives carry parts of ships over the mountains to the Pacific coast, and after much hard work and suffering, two ships were finally built and launched for the voyage to the south. But the ships still needed more iron, and pitch to fill in the cracks. The leader decided that he himself would go back over the mountains to Darien to get these things.

The rest of the story is very sad indeed. When Balboa reached the coast, he found the King had made another Spaniard Governor in his place. This man was jealous of Balboa and sent some soldiers to seize him and put him in prison. He said Balboa had been cruel to the natives and had caused many hundreds to suffer and die. So he had him tried by a judge and some other men, who condemned Balboa to death. Shortly afterwards his head was cut off in the market place at Darien. Thus died a great Spanish explorer, the first white man, we believe, to view the Pacific Ocean from the American side.

Questions to Answer

1. What nationality was Balboa?
2. Where did he live and why did he want to escape?
3. How did he escape?
4. Where did Balboa and the crew land?
5. What did they name their settlement?
6. What made the Spaniards want to go across the Isthmus of Panama?
7. What were the reasons why more than half of the men died?
8. What great body of water did Balboa see and what name did he give to it? What is its present name?
9. What was the sad end of Balboa?
10. What is an isthmus?
11. What is the climate of Central America like (a) near the coast (b) in the mountains?

12. Name three things we get from Central America.
13. Give the names of some countries and cities found in Central America to-day.
14. Why did Balboa claim the Pacific Ocean and its lands for Spain?

Things to do

1. Divide the class into five groups. Let each group make a section of a mural showing highlights of Balboa's life and adventures.
2. Write out the conversation that might have taken place —
 - (a) between the sailors putting the casks on the ship;
 - (b) between Balboa and the captain on board the ship;
 - (c) between the Indians and the Spaniards, about the country of gold to the south.

UNIT IV

ALL THE WAY AROUND THE GLOBE

18. A SPANISH SHIP SAILS AROUND THE WORLD

No one had yet gone all around the world

The Portuguese had rounded the end of Africa and by travelling eastward had reached India, Malaya and the Spice Islands. Columbus, Cabot, and others had found parts of North and South America. Balboa had gazed on the Pacific Ocean. But what lay beyond? How big was the world? And was it really round, as Columbus and other wise men had said? So far no one had actually travelled all the way around the world. The finding of the new continents of North and South America had been a great surprise to the people of those days. Many still believed that the New World was an unknown part of Asia. Now they were asking if it were possible for ships to sail around the end of South America and westward across the Pacific Ocean. So far no one had found a water route to the west. The clouds needed to be rolled back still farther so that men could see what lay beyond. We shall see that it was the crew of a Spanish ship who, after terrible sufferings, first succeeded in sailing around the world.

Ferdinand Magellan, a brave Portuguese Sailor

At the time Columbus was trying to reach Asia by sailing westward there was at the court of the King and Queen of Portugal a young page boy named Ferdinand Magellan. He was twelve years old and the son of a Portuguese nobleman. You can well imagine that the boy listened eagerly to all the stories of the wonderful discoveries that were being made. When he grew up, he sailed with the Portuguese fleet to India. He fought very

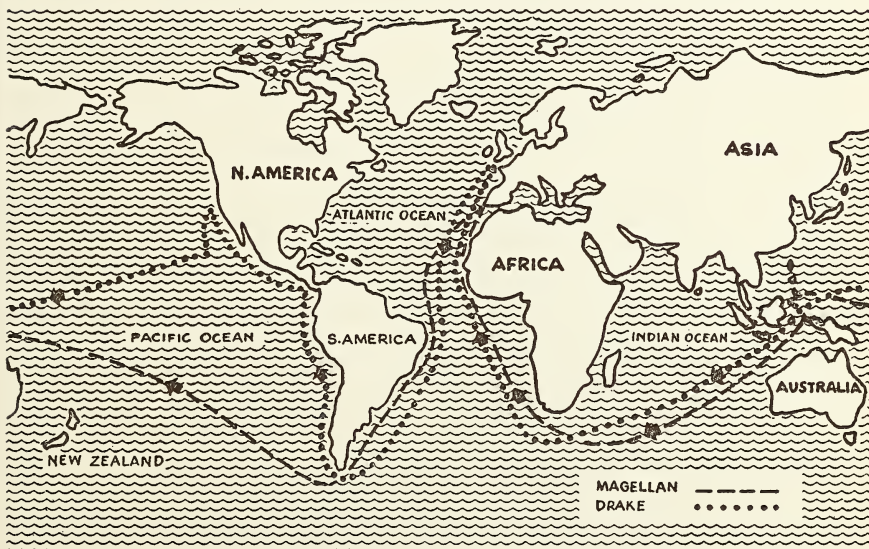
bravely in several battles and was twice wounded. He also travelled east of India and cruised among many of the islands of the East Indies, where he learned much about the trade in spices.

Magellan, like Columbus, felt that he could reach the Spice Islands by sailing westward from Portugal. He hoped to find a water passage around the end of South America. But when he asked the King of Portugal for ships and sailors, he was refused. "Portugal is already doing a rich trade with the East by way of the Cape of Good Hope," said the King. "Why should we risk ships and men on an unknown route that may prove more dangerous and more costly?"

Like Columbus, Magellan turned sadly away; and like Columbus he went to the King of Spain for help. The Spanish king gladly gave him the ships and men he needed.

Magellan sets sail from Spain

On a hot day in August, 1519, Magellan set out on his great adventure from Seville, a port in Spain, with five ships and some 280 men. He had in mind sailing down what is now the west coast of Africa, crossing the ocean to Brazil, and then following the coast until he came to a strait that would lead him to the ocean Balboa had seen, which men called the Great South



Sea. Fastened high on the stern of Magellan's flagship, to show his position in the dark, was a torch, which always burned at night. His captains were told to follow this light in the darkness wherever it went, and not to ask any questions. But Magellan was scarcely out to sea before a swift ship caught up with the fleet. A letter from his father-in-law warned him to be watchful, as Cartagena, a Spanish captain on one of Magellan's ships, had threatened to kill "that Portuguese", meaning Magellan. Magellan supposed that some of the Spanish captains were jealous of him and that they would cause trouble. He determined to be on his guard against their treachery.

The fleet called at the Canary Islands, where the ships took on water and fresh supplies. Magellan then steered his course south between the Cape Verde Islands and the coast of Africa. As the ships neared the equator the sun blazed down upon them and the weather became stifling hot, with scarcely a breath of air. For days the sails clung to the masts and the ships stood motionless. But at last the weather changed, storms and headwinds came up, and all sails had to be taken in. Then it rained for sixty days and the gale drove the ships with their bare masts onward, ever onward.

Day by day the supplies of food and water were growing scarcer. The leader ordered that the sailors on all the ships should receive smaller quantities to eat and drink. At this some of the sailors became very angry. "Have we not suffered enough already," they cried, "without this added misery?" Cartagena, the Spanish captain, came on board Magellan's flagship, the *Trinidad*, and openly told the leader that he for his part would refuse to obey the order. This was open mutiny, and Magellan, always a man of action, seized the captain by the neck and had him put in irons. He then gave the command of his ship to a cousin, whom he knew he could trust.

It was November 23 before the fleet saw the palm-fringed shores of Brazil. You will remember the crews had left Spain on August 10. What a wearisome trip it had been and how glad they were to see land and life again! Two weeks later they anchored in the bay on which the great city of Rio de Janeiro now stands. If you look at your map you will see that the fleet was now a long distance south of the equator, and although it was the end of November it was midsummer there.

Sailing along the South American coast

Magellan stayed a few days for a rest at Rio de Janeiro. The natives were quite friendly and brought much needed supplies of wild fowl, pineapples,

and sweet potatoes. In exchange the Spaniards gave them knives, mirrors, bells, combs, fish hooks, and red caps. But Magellan was anxious to continue the voyage. By January he had reached the wide mouth of the Plata River. As soon as he found it was fresh water, he knew it could not be the strait for which he was looking, so he sailed on. Farther and farther south the ships went. By the end of March they were off the wild coast of Patagonia. The weather became very cold and stormy, for in the south temperate zone winter comes on at about the same time that we in the north temperate zone are looking forward to summer. So Magellan decided to spend the winter at a place he named Port St. Julien.

The cold weather made the men miserable. They wanted to go back to their homes and the sunny shores of Spain. Food became scarce and supplies spoiled. One of the smaller ships, exploring the coast, was wrecked in a fierce gale. Luckily, however, the crew were able to reach the shore and were later rescued by Magellan.

There was now more grumbling and a bad mutiny soon broke out. The Spanish captain Cartagena, who had already given much trouble and who had been put in irons and later set free, suddenly boarded one of the ships and seized the captain, who was Magellan's cousin. Cartagena put him in chains, took over the ship, and refused to obey Magellan. The other ships and crews now took sides, some supporting Cartagena, some Magellan. But Magellan again proved that he was a very patient and yet courageous leader. He attacked the mutinous ships and captured the rebels. He had the heads of some of the ringleaders cut off and their heads and bodies stuck on posts to show the other rebels what might also happen to them. In the end he was victorious and the mutiny was put down.

Fortunately for us, an Italian named Pigafetta, kept a diary, in which he wrote down day by day an account of everything that happened. He tells us about the treachery of the Spanish captains, about the fighting that took place, and he praises the bravery of Magellan. He also tells us of the visits to the ships of some of the natives, who must have been very tall indeed, for he calls them giants. One of these giants, wrapped in furs and with his face painted, looked into a steel mirror which one of the sailors had given him. He was so frightened at what he saw, that he let out a fearful yell and knocked down several sailors in his haste to get away. The diary also told that these savages, to keep their feet warm in the cold winter, had them clumsily wrapped in furs. This made their feet look so large that the Spanish

sailors called them Patagonians, meaning "men with big feet." The country has been called Patagonia ever since.

A Strait to the West is found

It was August 24 before Magellan sailed southward with the four remaining ships. The wicked captain, Cartagena, and another rebel were still giving trouble, so they were left behind to look after themselves or die. The southern winter was almost over now, but the ships still ran into bad weather. The Spaniards came to a river they called the Santa Cruz. Here they took on fresh drinking water, caught some fish, and captured several guanacos for meat. The guanaco is a kind of deer-like animal which lives in those regions.

On the morning of October 21 the ships rounded a cape and sailed into a large waterway, which seemed to run inland. There was a strong tide running to the west and the water was found to taste salty. Magellan was overjoyed to think that at last the strait had been found. His captain and crews shouted for joy. But there were plenty of troubles still ahead for them. On both sides they could see high black cliffs, and to the right beyond, towering mountains capped with snow. Between the mountains great glaciers of snow and ice slipped slowly down into the dark waters below. On the rocky shores herds of sea lions watched the vessels pass. The currents were swift and the rocks dangerous. There were many bays, inlets, and channels, some deep, some shallow. Often Magellan had trouble in finding a passage, but stubbornly he kept on. It was very gloomy, for the sun was behind the mountains and was rarely seen. On the land to the south at night time could be seen strange fires, always burning. When the Spaniards went ashore they found no sign of life, for as soon as the natives saw the white men they slipped away and hid. They were afraid to put out the fires for fear they would be unable to light them again. Many of the Spaniards became terrified. The weird fires by night, the cliffs and the black waters of the channel by day, frightened them. They feared they were sailing right into the mouth of some evil place and they now wished they were safely back home in Spain! So the Spaniards called the land to the South of them Tierra del Fuego, which in our language means the "Land of Fire", a name which it still bears. The Captain and the crew of one ship, frightened and tired, decided that they had suffered long enough. Unknown to Magellan, they slipped away in the darkness and sailed for home.

Magellan Strait, named after the famous leader, is over three hundred miles long. It took the three remaining ships more than a month to make the dangerous passage. But at last Magellan saw the great wide ocean before him. As it looked calm and restful, Magellan called it the Pacific, a word which means peaceful. More of his men now wanted to return to Spain. "Let us go back," they cried, "now that we have found the Great South Ocean. We have sailed where no men have ever sailed before. Our boats are worn out. We don't know what's ahead of us. And we haven't enough supplies for a longer voyage."

But Magellan was determined to sail on. He intended to reach the Spice Islands or to die in the attempt. "We will keep on," he stormed, "even if we have to eat the leather off our ships."

Sailing on the Pacific

So onward went the brave little ships driven by the wind day after day, with no land in sight. Months passed and the supplies of water and food ran lower and lower, till there was scarcely anything left to drink or eat. The few biscuits that remained were like powder and full of worms. Some of the crew were so hungry they started eating sawdust and even rats, but even the rats were thin and starving. Then the men, desperate for food, ripped the leather off the masts of the ship and soaked it in sea water for four days, hoping to make it tender. They tried to eat it, but their gums were so swollen, sore, and bleeding that many gave up and lay down to die. That terrible disease scurvy, caused by lack of fresh fruit and vegetables, carried off many more, until there were scarcely enough sailors left to manage the ships. Some land now came into view and the crews hoped they would soon find food. But they were sadly disappointed, for it turned out to be nothing but a few barren rocks. There was no turning back. More days of suffering passed. But always the ships sailed on. Then at last the welcome news came that some islands had been spotted. There were palm trees growing on them, which meant food and water. Brown-skinned natives brought the starving crews some wonderful food—bananas, sweet potatoes, cocoanuts, and pork. How happy Magellan's men were now! They landed on one of the islands, now called Guam, where they stayed for two days, eating all the food they wanted and feeling much refreshed. But the natives swarmed over the ships and stole everything they could lay their hands on, hiding the smaller articles in their black fuzzy hair, and even making off with one of Magellan's small

boats. So the sailors called the islands the "Ladrones", meaning the "Robbers' Islands," and that is the name by which they are still known.

Ten days later Magellan reached a group of large islands which we today call the Philippines. He hoped they would be the long-sought Spice Islands, but he soon realized he had discovered land that was not marked on his map of the world. He made friends with the King of one of the islands called Cebu. The brown-skinned ruler, with heavy gold rings in his ears, his body painted and almost naked, invited Magellan and some of his men to his palace which looked like a thatched barn on posts, with a bamboo ladder leading to it. Inside they found platters and cups of solid gold, while golden ornaments hung from the walls. A huge meal of fish, spiced pork, rice and ginger was served. For drink the guests were given the milk of the cocoanut and a wine made from the palm tree. No one was allowed to address the king unless he spoke to him through a tube.

Magellan made a great mistake, which was to cost him his life. He agreed to help the King of Cebu in a fight against the king of a neighbouring island. He led three boatloads of his men and several thousand natives against the enemy island and set fire to one of the villages. This made the natives so angry that in a screaming mob they attacked the Spaniards, using spears, clubs, bows and arrows, and even stones. The whites were forced to flee. Most of them reached their boats. Magellan, however, while trying to hold back the savages to give his men a better chance to make the boats, found himself and a few of his friends surrounded in the water near the shore. Bravely he fought, but all in vain! Twice his helmet was knocked from his head, but each time he regained it. Then he was wounded in the leg, then in the face with a poisoned dart. As he looked over his shoulder to see if his men had reached the boats, he received a savage blow from a club. His body sank in the shallow water, already red with blood, and the savage natives stabbed him again and again to make sure he was dead.

The King of Cebu was so angry and disappointed at the defeat of the Spaniards that he turned on them and killed more of them. The rest fled in the *Victoria* and the *Trinidad* and after some time reached the Spice Islands (Moluccas). Here they loaded their ships with spices, especially cloves. But by this time the *Trinidad* was so leaky and her timbers so rotten, that the Spaniards decided to leave her in the islands. They sailed for Spain under Del Cano on the *Victoria*. Before them lay a long and terrible journey, across the Indian Ocean, around the Cape of Good Hope,



Magellan's ship *Victoria*

ship and 18 men returned with Del Cano. Tears filled their eyes as they saw the shores of their native land. But these few men had sailed around the world and proved for sure that it is round. Slowly but painfully the clouds were being rolled back, and slowly men were beginning to understand more about the great ball, called the earth.

and northward along the coast of Africa. The ship was leaky, the food and water supplies again ran short, many died from hunger, others from scurvy, and to add to their troubles, Portuguese ships attacked them. But at last on September 8, 1522, the ship reached Seville in Spain.

Five ships and some 280 men had started out three years before. One

Questions to Answer

1. How long did it take Magellan's ship to sail around the world?
2. In what year did Magellan leave on his voyage?
3. How many years was this after Columbus had discovered the West Indies?
4. Why did Magellan not sail through the Panama Canal?
5. With how many men and ships did Magellan start out? How many men and ships finally reached home?
6. List four troubles Magellan had on his voyage.
7. Where are Patagonia and Tierra del Fuego? What do these names mean and why were they so named?
8. What is the climate of Rio de Janeiro like in December? What is it like in Patagonia in June?
9. Why did the King of Portugal refuse to supply Magellan with ships and supplies?
10. Where is the strait that has been named after Magellan?

Things to do

1. Read the story of Magellan in one of these books:
 - (a) *Finding the New World* by Field (Ginn)

(b) *Map Makers* by Cottler and Jaffe (Ryerson)

2. Trace the voyage of Magellan's ship, the *Victoria*, on the wall map of the world. Then mark it on a map in your exercise book.

3. Fill in these places: Spain, Portugal, Seville, the Canaries, Cape Verde Islands, Brazil, Rio de Janeiro, the Plata, Patagonia, Tierra del Fuego, the Ladrões, the Philippines, the Indian Ocean, Cape of Good Hope.

4. Obtain pictures about (a) Argentina (b) the East Indies. Put them in your Social Studies book, and write a note under each one.

19. AN ENGLISHMAN SAILS AROUND THE WORLD

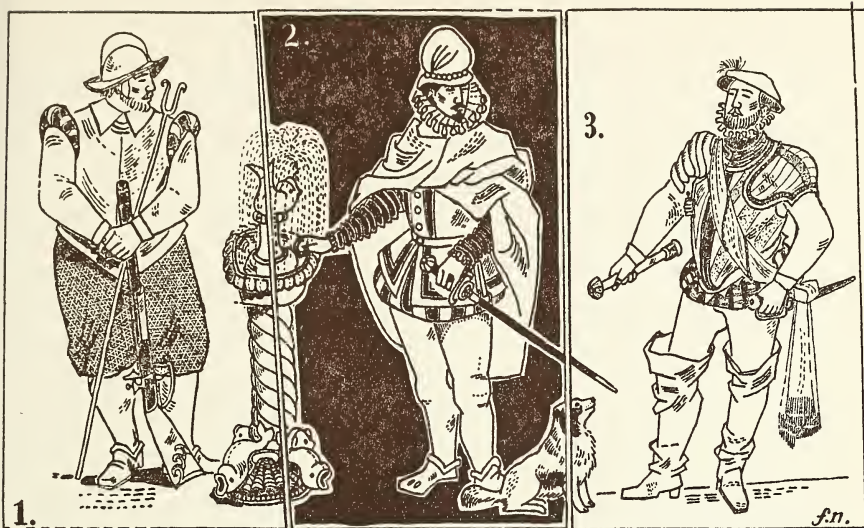
The early years of Francis Drake

The boyhood home of Francis Drake was the hull of an old warship, lying in a shipyard on the River Medway, not far from London, England. His father was at one time a minister, preaching to the men from the ships. Young Drake grew up with seamen and heard all the exciting tales of travel they told. Small wonder it is therefore, that he too should become a sailor and, as we shall see, one of the greatest of all time.

At an early age he was apprenticed to the captain of a little trading ship. He was a hard worker and soon learned how to manage a boat and become a good seaman. The captain grew very fond of Francis and in his will he left the young man his boat.

Drake gets into trouble with the Spaniards

Young Drake soon grew tired of sailing his little ship between England and France or Holland and along the coasts of the English Channel. He longed to trade with the West Indies and to visit the Spanish Main, a name given to the mainland of South America and to the waters between there and the West Indies. At this time Spanish treasure ships were bringing cargoes of great wealth from America to Spain. The slave trade between Africa and America had also sprung up. Negroes were being seized or bought in West Africa and shipped as slaves to work on the plantations in America. This was a very cruel and wicked thing to do, but in those days people did not think there was much wrong with it. One of the men who shipped slaves to the Spanish Main was John Hawkins, a famous sea captain and a cousin of Francis Drake. King Philip of Spain naturally did not like



1. Soldier of Drake's time.

2. Spanish Nobleman.

3. English Captain

the English sailors trading with his Spanish possessions: he wanted to keep all the profit and wealth for himself. The result was that fierce fights often took place between the English "sea dogs", as the English seamen were called, and the Spaniards.

John Hawkins now offered his cousin Drake a position on one of his ships. The young man was glad to accept and was soon trading between Africa and the West Indies. At first he was not very successful for the Spaniards took most of the profits from his trading. On one of his voyages with Hawkins some of the English ships were badly damaged and were sorely in need of repairs. Hawkins and Drake put into the harbour of Vera Cruz in Mexico. There were several treasure ships lying there in the harbour, but as England and Spain were at peace, the English captains left them alone. The commander of some Spanish warships that shortly afterwards moved into the harbour gave a written promise that he would not harm the English ships. However, a few days later the Spaniards broke their word and attacked. A fierce battle followed in which several of the English ships were lost. Only two escaped to the open sea, the ship commanded by Drake and the one by Hawkins. This, of course, made Drake very angry and he vowed that he

would have his revenge and that from that day on he would sink or capture every Spanish ship he came across.

Drake was now a hardened sailor. He was about thirty years old and sturdily built with broad shoulders. He had a fair complexion with yellow-brown hair, a reddish beard, and flashing, merry blue eyes. No one was ever bolder in attack or more level-headed in battle than Francis Drake.

Drake spent the next few years learning all he could about the routes taken by the Spanish treasure ships. He soon found out that the Spaniards took most of the gold and silver from their mines in Peru and Mexico to Panama on the Pacific side of the Isthmus. Here they had the treasure carried by slaves in great treasure chests or by mules over the mountains to a port on the Atlantic side, where they loaded it into ships that took it to Spain. It did not take Drake long to find a secret little harbour nearby, where he could hide his ships and from which he could sail out, when convenient, and attack the big heavy Spanish galleons, which were no match for his swift little English vessels. Sometimes he would lead his men inland and attack the mule trains and seize the treasure they were carrying. On one of these trips, when on a mountain trail, an Indian guide cut steps in a tall tree, and when Drake climbed up and reached the top he saw a sight he was never to forget. In the distance lay the silver waters of the vast Pacific. He was the first Englishman to gaze upon this ocean. He prayed to God that he might "sail once in an English ship on that sea," but back in his mind was the desire to seize some of the treasure the Spaniards were getting in such large quantities from Mexico and Peru.

Drake meets Queen Elizabeth

Although England and Spain were at peace, Queen Elizabeth of England and King Philip of Spain knew that sooner or later war between the two countries was bound to break out. When the Spaniards complained about Drake's attacks on their ports and on their treasure ships, Queen Elizabeth pretended she knew nothing about such happenings, but secretly she went on helping her famous captain. One day she sent for him.

"What would Your Majesty of your humble servant?" asked Drake, his blue eyes twinkling like the sea he loved.

"King Philip of Spain doth grievous hurt to our beloved realm of England," said the Queen, angrily snapping her fan. "I would be revenged on him. What do you, Captain Drake, suggest?"

"Please Your Majesty, some little time ago I chanced to be on a mountain trail in Panama. I looked from a tree-top and there saw before me the gleaming silvery waters of the vast Pacific Ocean. It is on this ocean that Spanish treasure ships sail, dozens of them, bringing the wealth of Peru to Panama. If Your Majesty is willing, I would like to sail through the Strait of Magellan, as Magellan the Portuguese did fifty-seven years ago, and then along the west coast of South America, and there I would seize all the Spanish ships loaded with gold and silver that I could lay my hands on. Without this wealth King Philip would be unable to pay for men and supplies and thus be unable to make war upon our beloved England and her most gracious and charming Queen."

Elizabeth smiled at the compliment paid to her, then chuckled to herself at the thought of the surprise the Spaniards would get when this daring English seaman of hers suddenly appeared on the Pacific and attacked the clumsy galleons with his neat and quick little ships. "You are a brave man, Captain Drake," she said, her eyes beaming admiration. "But it is a dangerous game you suggest and it will require brave men with stout hearts to carry it out."

"You can count on me and on my brave English sailors, Your Majesty. If need be, we are ready to die for you and for England."

"Well said, Captain Drake. I shall see to it that you get the necessary ships and supplies. It will be a risky voyage to undertake. Take care that you keep the news of it secret, for the Queen of England is not supposed to know of it."

Drake sails around the world.

It was December 1577, when Captain Francis Drake sailed from Plymouth with five small ships, armed with cannon and equipped for a long voyage. He had with him in all the crews 166 men, many of them some of England's finest sailors. The crews did not know where they were going, but they did know they were sailing under the orders of the greatest sailor of the day, Captain Drake. This made them feel happy and secure; for it was a great honour to sail under such a famous man.

A Spanish captain, whom Drake captured and later set free, in a letter to one of his friends, wrote that the English leader and his officers lived like gentlemen on board the flagship. The cabin contained beautiful furniture. No one sat down at dinner or supper until the captain was seated. The meals

were served from silver dishes and soft music from violins was played while the guests ate.

The little fleet was scarcely out of the English Channel, however, before it ran into a very bad storm. Some of the ships were so badly damaged that Drake was forced to return to Plymouth for necessary repairs. It was almost a month before he was able to sail again, and we can well imagine how impatient he would be. Luckily on the second attempt the weather was fine, and on Christmas morning Drake sighted the coast of Africa. He continued in a southerly direction to the Cape Verde Islands and then westward towards Brazil.

As the fleet neared the equator, the heat became almost unbearable. A few days later the wind dropped completely, and for three long weeks not a sail moved and the ships stood helplessly idle. The sea was smooth as glass, with not a ripple. The crews perspired and grumbled. Drake and his captains grew restless. Then suddenly one evening a tropical gale came up and blew the vessels before it, as though they were bits of match-stick. The rain came down in torrents. But this proved fortunate, for the water casks were almost dry, and the crews now gladly filled them with rain water.

Drake reached Brazil, and then followed almost the same course down the South American coast as that taken by Magellan years before. When the broad mouth of the River Plata was reached, the crews went ashore. They stayed for two weeks. Fruit and drinking water were obtained, while some of the sailors killed deer and seals for fresh meat. Farther down the coast Drake reached St. Julien, where, you will remember, Magellan had wintered. As it was now June and as his ships again needed repairs, the leader decided to stay there for the winter months of June, July, and August.

Like Magellan, Drake had trouble with some of his men. There was one of his captains, called Doughty, who turned out to be a traitor. Drake found out that he had been plotting against him; so he was tried, found guilty, and put to death. Some of Doughty's friends were, however, still restless and angry. So the leader thought it wise to call all his crews together. "If there are any men", he said, "who wish to go back to England, let them now say so. We shall be well rid of them. I will provide a ship to take them back." We are told, however, that there was a dead silence. Not one man offered to return home. All wanted to go on with the great commander. Drake then told them that he had decided to change the name of the *Pelican*, his flagship,



The Golden Hind

to the *Golden Hind* in honour of a friend of Doughty, who had a golden hind or stag on his coat of arms. This clever move greatly pleased Doughty's friends, who gave less trouble thereafter.

Drake sailed south to the Strait of Magellan. Two of the ships had been damaged and leaked so badly by this time that they had to be abandoned, and only three were now left to enter the strait. The commander was amazed

when he saw the towering black mountains covered with snow and ice and the many winding, gloomy inlets and channels. He found the water so deep that it was difficult to anchor. On some islands the crews saw thousands and thousands of large clumsy birds called penguins. They caught, killed, and cooked some of them, which they found tasted very much like the fat geese of England. Icy blasts of wind now came down from the mountains and several times blew the three little ships close to dangerous rocks, but at last after sixteen days of very difficult sailing, they reached the Pacific Ocean.

Drake on the Pacific Ocean

Drake's troubles, however, were by no means over. His ships were scarcely on the Pacific when a fierce storm of icy wind and sleet came up and swept them a long way to the south. For 52 days and nights the storm raged on, with the winds straining the rigging and the waves washing over the decks. Most of the time the clouds were so low and so black that the sailors could scarcely tell day from night, or night from day. The little *Golden Hind* was tossed about like a cork by the huge waves. When at last the storm did die down, Drake was surprised to find himself among a large number of islands, for men believed that south of Magellan Strait stretched another continent. The leader went ashore on the southernmost island and stooped down and dipped his hands into the sea, where the Pacific joined the Atlantic. No white man had ever been this far south before. This meant that henceforth ships could sail from the Atlantic to the Pacific without having to

go through the winding and dangerous Magellan Strait. Drake had discovered Cape Horn.

In the storm Drake's other two ships had become separated. One of them was never heard of again, while the captain of the other ship, unable to find Drake, went back to England, where he reported that Drake and his *Golden Hind* had no doubt gone down in the storm and would never be seen again.

The weather now cleared and Drake sailed northward, hugging the western coast of South America. As he neared what is now Valparaiso in Chile, his men sighted a lone Indian in a canoe. By means of making signs the native told them that in the harbour lay a Spanish treasure ship ready to sail for Panama. The Spaniards, of course, never even dreamed that an English ship could be on the Pacific Ocean, which they regarded as their own. How surprised, therefore, was the Spanish captain when he found the guns of the *Golden Hind* trained on his ship and heard an English voice calling on him to surrender! There was nothing for the Spanish captain to do but to obey. Drake took over the ship and removed its cargo of gold, precious stones, merchandise, and wine to his own ship. Then he calmly sailed away, leaving the Spaniards to get over the shock.

From time to time Drake had his men land on the coast. Once his men came across a Spaniard and an Indian driving some llamas, each of which had two bags of silver thrown over its back. The llama is an animal something like a camel, only smaller and without a hump. The English sailors took the silver, weighing several hundred pounds, and let the llamas and their guides go. At another time they found a Spaniard sleeping on the ground beside several bars of silver. "Pardon me," said one of the sailors, "if you don't mind, we'll take these bars of silver. This will make the walking much easier for you."

The next call was at the port of Lima in Peru. There were seventeen Spanish ships moored at anchor, but numbers did not frighten Drake. He boldly sailed in among them, attacked, and captured them. Then he plundered their holds, taking with him chests of gold coins, silks, ornaments, and linen cloths. He learned also that a large ship, *Cacafuego*, or "Spitfire", had recently left the harbour loaded with treasure. He at once left in hot pursuit and offered a gold chain to the first man who spotted her. Off the coast of what is now the country of Ecuador, Drake caught up with the Spanish ship. He ordered the captain to surrender, and on his refusal to

do so, he boldly and skillfully brought his own ship alongside. He then ordered his English sailors with their bare cutlasses to attack over the side. After a short fight the vessel was captured without the loss of a single Englishman. The Spanish captain said he was proud to surrender his sword to the famous *El Draco*, "The Dragon", as the Spaniards fearfully called the English leader.

Drake went on and captured more prizes. The *Golden Hind* was now so loaded with tons of gold, silver, precious stones, and other merchandise that the leader was afraid to return by the Strait of Magellan. He therefore passed Panama and sailed up the west coast of what is now Mexico and the United States. He had in mind returning to England by a North-West passage. But by the time he reached Oregon the weather had turned cold and stormy. He therefore, turned south and anchored in a small bay, still called Drake's Bay, just north of the city of San Francisco. Here he claimed the land for England in the name of Queen Elizabeth, calling it New Albion and setting up a metal plate on which were cut his own name, that of the Queen, and the date of his landing. Several hundred years later an American family, having a picnic in the woods, accidentally unearthed this very plate.

After repairing the *Golden Hind*, Drake struck out boldly across the vast Pacific Ocean. He reached the Philippines, the Moluccas or Spice Islands, Celebes, and Java, all islands in the East Indies. The King of the Spice Islands gave a great feast in honour of the English captain and agreed to trade with England in spices.

After several more adventures Drake sailed across the Indian Ocean, around the Cape of Good Hope, and northward to England, arriving at last in Plymouth harbour. It had taken him almost three years to travel around the world and bring back his ship loaded with Spanish treasure. The people went wild with joy and excitement. The bells of all the churches rang out the glad news. The Spaniards had been humbled. King Philip of Spain was very angry. He demanded that Queen Elizabeth should punish her gallant captain. Instead, she went aboard the *Golden Hind* and had dinner with Drake, listening to the story of his adventures with the keenest of interest. Afterwards she ordered him to kneel down. Then, taking a sword from one of the courtiers, she tapped him on the shoulder, "Arise Sir Francis Drake," she said. This was her answer to King Philip of Spain.

Questions to Answer

1. What and where was the Spanish Main?
2. What is meant by the slave trade?
3. What route did Drake happen to find that was easier than going through the Strait of Magellan?
4. Why was Queen Elizabeth ready to help Drake?
5. How long did it take Drake to sail around the world?
6. Tell of the difficulties that Drake had to meet (a) among his own men (b) in bad weather (c) with the Spaniards.
7. Who had sailed around the world before Drake, and when?

Things to do

1. On a map of the world (a) on the chalkboard (b) in your books, mark the route taken by Drake on his voyage around the world. Mark in Plymouth, the English Channel, Africa, Brazil, the Plata River, St. Julien, the equator, the tropic of Cancer, the tropic of Capricorn, Strait of Magellan, Cape Horn, Chile, Valparaiso, Lima, Peru, Panama, Drake's Bay, New Albion, East Indies, Indian Ocean, Cape of Good Hope.
2. On your map colour the Torrid Zone red or yellow.
3. Read "Drake's Later Exploits" found on Page 333 in "Finding The New World" by Field, published by Ginn & Co.
4. Read "Drake and the Spanish Armada" found on page 83 in "Stories of American Explorers and Settlers" by Heard and King, published by The John C. Winston Co.
5. Make a class mural showing five highlights in the life and exploits of Drake.
6. Make models in plasticene of a Spanish galleon and of the *Golden Hind*.

Words you should know

shipyard—a place near water in which ships are built.

sea-dog—a sailor who has been at sea for a long time. The English sailors who sailed in the time of Hawkins and Drake were often known as sea-dogs.

mule—an animal that is half horse and half donkey. It is a little larger than a donkey and is very sure-footed.

galleon—a sailing ship, large for those days, used by the Spaniards around the time of King Philip. It had a high stern and three or four decks.

It also had rows of oars, which could be used in case the wind dropped.

strait—a narrow passage of water joining two larger bodies of water.

isthmus—a neck of land joining two larger bodies of land.

flagship—a ship that carries the leader of the fleet and flies his flag.

UNIT V

DISCOVERIES IN SOUTHERN SEAS

20. LET'S LOOK AT THE EAST INDIES

The East Indies are in the Torrid Zone

The East Indies are islands lying mainly east of the Malay peninsula. They are sometimes called the Malay Archipelago, because there are thousands and thousands of them, some very big, others very small. They stretch for a very long distance, about 3,800 miles, which is farther than the distance between parts of America and Europe.

If you look at your map you will see that the equator passes right through the middle of the East Indies, dividing the large islands of Borneo and Sumatra into two nearly equal parts. Notice also that all the islands are in the space between the tropic of Cancer and the tropic of Capricorn, which means they are all in the Torrid Zone.

In many of the islands there are active volcanoes, which night and day send out smoke, fire, and lava. This makes them look like burning mountains. Because the East Indies lie near the equator and in the Torrid Zone, what kind of climate would you expect? You would expect to find it very hot and wet, with frequent thundershowers; and that's exactly what it is like. This kind of climate produces dense forests. Trees and plants grow very quickly. However, we know that as you climb a mountain it gets colder and colder. Because most of the islands have mountains, some of the places have a much cooler climate than others. You may be surprised to know that the large island of New Guinea, which is so close to the equator, has mountains whose peaks are covered with snow the whole year round. Yet

near the seashore of the island it is so hot that the natives wear hardly any clothes.

The Natives and how they live

In the western islands the people are mostly short and brown-skinned like those of south-Eastern Asia, while the people of the eastern islands have black skins and frizzy hair. As the climate is generally hot, many of them wear very little clothing, often nothing but a loin cloth. Some of the women wear a grass or palm leaf skirt, others a brightly coloured piece of cloth which is draped around the body to form what is called a sarong.

Because there is so much rain and the ground is so wet, most of the houses are built on piles and sometimes in trees. They are made of split bamboo and mats of woven leaves, and the roofs are thatched with palm leaves to keep out the sun and the rain.

For food the people catch fish and gather the wild fruit of the forests. They also raise cattle, sheep, goats and pigs and grow crops of rice, corn, and tea. They use the water buffalo as the chief work animal. The islands also produce large quantities of rubber, oil, tin, sugar, coffee, sago, tobacco, spices, pepper, quinine, cocoanuts and palm oil. Many of these things are sent to other countries, especially to those in Europe and to the United States of America.

There are millions and millions of natives living in the East Indies. In the island of Java alone, which is about the same size as Newfoundland, there are forty million people. This is about three times as many people as there are in the whole of Canada.

Questions to Answer

1. In what zone are the East Indies?
2. Where does the equator pass through the East Indies?
3. Explain why New Guinea has mountains whose peaks are covered with snow.
4. What European nation traded with the natives in spices?
5. What famous explorer died in the Philippines?
6. Name five things we get from the East Indies.
7. What things do you think we would send to them?
8. What is a volcano?
9. Describe the natives of the East Indies.

10. Describe the kind of houses they live in and explain why they are suitable.

Things to do

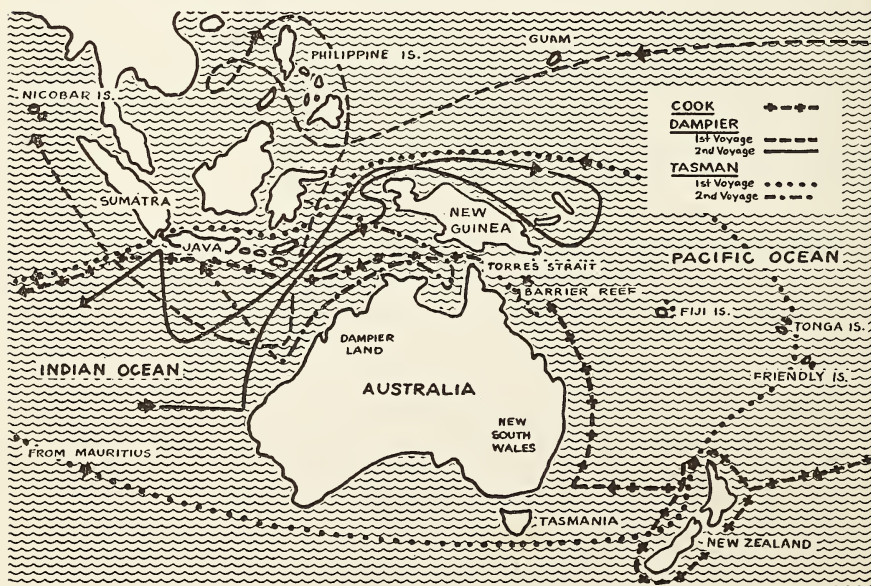
1. Make a map of the East Indies. Mark in the equator and colour the Torrid Zone a suitable colour.

2. Cut out pictures about the East Indies and put them in your note book. Write a note under each picture telling what it is about.

21. TASMAN DISCOVERS AUSTRALIA

Looking at the map of Australia

If you look at the globe or at your map of the world, you will see that the continent of Australia lies entirely south of the equator. We have seen how the European explorers had discovered North and South America, South Africa, India, and the East Indies, and how Magellan and Drake had sailed right around the world. But so far no one had found out very much about the great island continent of Australia or the islands of New Zealand that lie over a thousand miles farther to the south-east.



The Dutch governor of the East Indies sends Tasman to explore

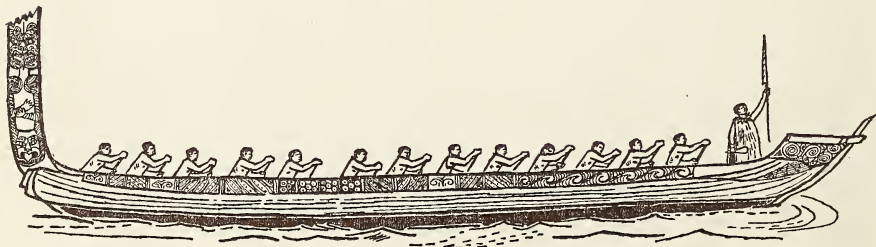
The Dutch, who were already in Java and other islands in the East Indies, believed that there was a great land south of the equator. They even thought it stretched from New Guinea to Cape Horn in South America. On their maps they labelled it *Terra Australis*, the Latin words for "Land of the South." They hoped to find gold, silver, and precious stones there, just as the Spaniards had found them in Mexico and Peru. So in 1642, the Dutch Governor of the East Indies, a man called Van Dieman, sent one of his famous seamen, Captain Abel Tasman, to see what he could find out.

Tasman started out from Batavia in Java with two ships, the *Sea Hen* and the *Heemskerck*... They were not very good vessels,—indeed, hardly seaworthy, and, as he wrote in his diary, the "upper work half-rotten". At first, because the winds were blowing in a south-westerly direction, the two Dutch ships were carried all the way across the vast Indian Ocean. They reached Mauritius, a small island to the east of the large island of Madagascar, which is off the east coast of Africa. Later, Tasman turned his ship round and sailed eastwards. For seven long, dreary weeks, not a speck of land was seen. The captain now became so anxious that he offered a big reward to the first man sighting land of any kind. When a large island was at last reached, (we know it as Tasmania) the winds were so strong and the sea so rough that little row-boats were unable to reach the shore. The crews of the ships were terrified, for they had been told that fierce monsters inhabited the land; and as the ships lay for some time off the shore, the sailors, at night time, imagined they could see through the mist weird shapes and enormous giants moving on the shore. Finally the ship's carpenter, a very brave man, said that he would try to swim through the surf and plant the Dutch flag on the land. Tasman gave him permission, and after fighting his way through the waves, the carpenter managed to reach the shore. Planting the flag on a pole, which he stuck on a high spot, he claimed the country in the name of the ruler of Holland. In honour of the Governor of the East Indies, Tasman called the country Van Dieman's Land. But at a later date it was re-named Tasmania in honour of the man who discovered it. Tasman had no idea that he had reached an island that was separated by a strait from the large island of Australia. He thought it was part of the mainland. It was not until many years later that this strait was found.

New Zealand is discovered

The Dutch ships now sailed still farther to the east and after several days reached another unknown country, which we now know was South Island in New Zealand. The land looked very inviting. Its lovely green hills, covered with trees and shrubs, sloped to the sea. Tasman sailed into a pleasant bay and there dropped anchor. This time, however, there were no imaginary giants but real live people. The natives had yellowish brown skins and long black hair rolled up into small knobs on the top of their heads. Many warriors among them carried clubs and long sharp spears and had their faces covered with tattoo marks, to make them look fiercer to their enemies.

At first these natives, called Maoris, seemed quite friendly. They shouted and blew trumpets. Then they came out in their long, carved war-canoes and crowded around the Dutch vessels. After the long voyage from Mauritius, Tasman was in need of water and fresh food, and he was very glad to see what he at first thought were friendly natives. However, when he sent men in row-boats to get

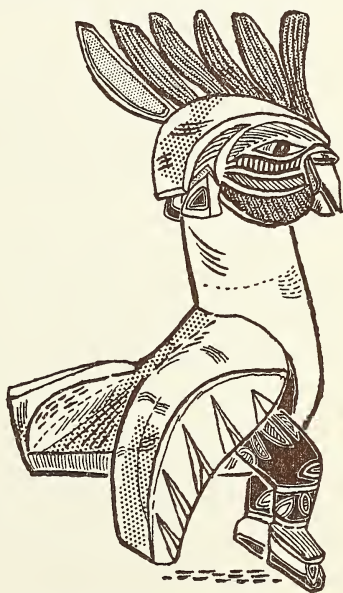


supplies for his two ships, the natives suddenly turned on them and fiercely attacked them, driving their canoes at such a speed into the fight that the Dutchmen had no chance to use their guns for fear of killing their own men. Several of the whites were killed, while the others only saved themselves by jumping overboard into the sea and swimming to their ships. Tasman, seeing the danger he was in, at once pulled up anchor. Luckily for him, the breeze was blowing away from the land and his ships were carried out to sea. Swarms of war canoes now followed him and did not stop until he turned his guns on them. Tasman was so angry and so disgusted with the place that he named it Murderers' Bay, but today it is known as Tasman Bay. He called the island "Staaten Land." In later years the islands were called New Zealand after one of the provinces in Holland.

Tasman returns to Java.

The Dutchmen were glad to get away from New Zealand. Tasman sailed through Cook's Strait, which he thought was a bay, and then northwards. He came to some islands where the natives were tall and had black skins and fuzzy hair and looked very much like negroes. Fortunately for the Dutchmen, they proved to be friendly. They brought supplies of fresh water, fruit, fowl, and fish, which Tasman was overjoyed to get. In fact he was so pleased that he named the islands the Friendly Islands.

Tasman then sailed in a north-westerly direction. He passed the Fiji Islands, reached New Ireland, and then sailed along the northern coast of the large island of New Guinea. When he landed on the shore he found the natives looked very much like those of the Friendly Islands. They were also very kind and brought the whites huge quantities of bananas and coconuts. Continuing his journey, Tasman at last reached Batavia in Java. He had been gone nine months. During this time he had sailed in a great



Figurehead of a ceremonial boat made by the natives of New Ireland

circle, finding Tasmania, New Zealand, the Friendly Islands and New Ireland, but missing the great island of Australia, which he had really set out to explore.

Two years later he set out again. This time he sailed along the north-western coast of Australia and into what is now the great gulf of Carpentaria. He proved that this vast stretch of water reached north-eastern Australia. He gave the name of New Holland to the vast new country. As he sailed along, he marked on his map the various capes and bays he found. This information proved very useful to later seamen. But Tasman returned without finding gold, silver, or precious stones, and Van Dieman, the Governor, was disappointed. Tasman still believed that New Holland, Tasmania, New Zealand and New Guinea were all joined together and that they were part of the great southern continent which the Dutch called *Terra Australis*.

Although today both Australia and New Zealand are part of the British Commonwealth, the Dutch are very proud of the work done by their great seamen. If ever you visit the great city of Amsterdam in Holland, you may still see inlaid in stone on the floor of the city hall, the map of the Southern Continent as surveyed by Captain Abel Tasman.

Questions to Answer

1. Using the classroom globe, describe the position of Australia in the world and its size compared with other continents.
2. Describe the positions of New Zealand, Tasmania, New Guinea, and Java.
3. Who was Tasman? Van Dieman? The Maoris? Take a minute to think so that you can give an answer which will be brief, and clear, and containing the main ideas.
4. How could Tasman sail around Australia without seeing it?

Things to do

1. Make a map of the routes taken by Tasman on his first and second voyages. Mark in Mauritius, Madagascar, Tasmania, Australia, New Zealand, Friendly Islands, Fiji Islands, New Ireland, New Guinea, and Java.
2. Make murals showing the following scenes: Tasman setting sail from Java, the carpenter swimming ashore and planting the Dutch flag on Tas-

mania, the fight with the Maoris, the natives of New Guinea, giving fruit to the Dutchmen.

3. Draw and colour the flag of Holland.

22. BOLD BUCCANEERS

The Buccaneers in the West Indies

You will remember that the Portuguese under Diaz and Da Gama had explored the water routes to the east, while the Spaniards under Columbus and Balboa had voyaged to the west. These discoveries led to jealousies and clashes between the two European nations of Portugal and Spain. In order to keep peace, the Pope, the head of the Christian religion in Europe, made a decision. He drew a line, roughly down the middle of the Atlantic. All lands to the east of this line were to belong to Portugal and those west of it to Spain. This meant that these two countries tried to keep all the wealth and trade of the newly discovered countries to themselves. How do you think people in England, France, and Holland felt about such an arrangement? They too wanted to get some of the trade and wealth from the new world.

Famous English sailors like Francis Drake and John Hawkins in the reign of Elizabeth attacked Spanish ports and treasure ships, and brought back to England much of their wealth and trade. As time went on, pirates gave the Spaniards a great deal of trouble. In Cuba and other West Indian islands the Spaniards had treated the natives so cruelly and worked them so hard that they had died by the thousand. There were not enough left to look after the cattle that were brought from Spain, and the animals ran wild in huge herds. When the pirates needed food, they would land in Cuba and kill some of these wild cattle. Then they would smoke the meat after it had been cut into strips, and load it on to their ships. The natives called this dried meat *buccan*, and because the pirates came after it, they came to be known as *buccaneers*.

Many of the buccaneers made their headquarters in the Caribbean, and especially in the British island of Jamaica. With their speedier vessels they would attack and capture the clumsy and slow-moving Spanish treasure ships. Then they would hold the Spaniards prisoners and put their own crews aboard. Very often fierce pirate captains would show no mercy. They would make their unfortunate prisoners "walk the plank." This meant their

victims were blindfolded, then forced to walk backwards along a board till they toppled into the sea.

Henry Morgan, famous buccaneer

About the time Tasman was discovering Tasmania and New Zealand, there lived in the West Indies a bold buccaneer by the name of Henry Morgan. He had been born in Wales and had gone out to join his uncle who was Governor of Jamaica. Here he turned pirate and soon became a leader and a very famous buccaneer. He was handsome, dashing, charming, and had the manners of a gentleman. His men were proud to fight for him and were prepared to follow him almost anywhere.

The Governor of Jamaica knew, of course, about the doings of such men as Morgan, but he pretended not to, knowing full well that these wild lawless men helped to protect his island from the Spaniards. There was peace between Spain and England, France and Holland, and when Spain complained about the pirate raids, the rulers of these countries pretended they were quite shocked at such wicked acts but could do nothing about them. Secretly, however, they accepted some of the treasure the pirates captured.

Porto Bello is captured

Morgan's first great raid was on the rich town of Porto Bello, which was on the Atlantic side of the Isthmus of Panama. It had forts and guns pointing towards the sea and even Drake had been afraid to attack it. Morgan spent several weeks getting ready. Maps had to be studied, cutlasses and guns made ready, supplies loaded. Then one night he and his blood-thirsty fellow pirates slipped secretly out of Jamaica. They headed for a little bay a few miles from Porto Bello and there landed at three o'clock in the morning. Then in the torrid heat they threaded their way through the tropical forest and stealthily crept upon Porto Bello. What a shock for the Spaniards! They were taken completely by surprise. Men and women leaped out of their beds and quickly hid their valuables, tossing their gold and jewels into wells in the hope the pirates would be unable to find them. The Governor of the town fought bravely. There was one walled fort that still held out. Morgan ordered some ladders to be made, wide enough to allow three or four men to climb up together. The pirates then clambered up the ladders and leaped on to the walls. Soon the fort and the whole town of Porto Bello were in the hands of Morgan and his men.

The Governor of Panama was amazed when he heard how a few hundred buccaneers had captured so rich a prize. He sent a messenger to the leader to ask what kind of guns he had used. Morgan gave the man a pistol and some leaden bullets to take back. "Tell His Excellency the Governor," he sneered, "that within twelve months, I, Henry Morgan, will be in Panama to take them back." We shall see later that this great leader of buccaneers kept his word.

Morgan forced the people of Porto Bello to show him the warehouses where great quantities of gold, silver, ornaments, silk, cloth, and linen, were stored, all ready for shipment to Spain. All this booty the pirates seized and took back with them to Jamaica.

Almost trapped

In the country of Venezuela in South America is a large shallow body of water called Lake Maracaibo. A narrow channel, which is only seven feet deep at low tide and twelve feet deep at high tide, joins this shallow lake to the Gulf of Venezuela and the sea. Maracaibo, which stands at its entrance, is today a city of over one hundred thousand persons. It is a great oil port. In the time of the buccaneers it was also an important port—one from which the Spaniards shipped large quantities of gold and other treasure.

In 1669 Henry Morgan set out with several ships and about a thousand pirates to try to capture Maracaibo and seize its treasure. He landed his men on the shore from small boats and soon took the city: but many of the people had already very wisely fled, hiding or taking valuables with them. Morgan, however, caught some of them and these he tortured to make them tell where they had hidden their treasure.

Three great Spanish warships meanwhile lay waiting outside the harbour of Maracaibo. "At last," thought the Spaniards, "we have the bold bad buccaneer in our trap." The Spanish commander sent a letter demanding that the leader and all his pirates surrender and give up all the booty and prisoners they had taken; but the pirates declared they would fight to "the very last drop of blood" rather than yield. Then Morgan thought of a clever trick. He took one of his ships and turned it into what was known as a fire-ship. He stuffed it with large quantities of pitch, tar, gunpowder, and dry palm leaves. He smashed the portholes and placed drums of powder in place of the guns. He also had his men dress up some dummy figures, arming them with swords, muskets and bandoliers, to make them look like real soldiers. These he then had placed about the decks.

In the darkness of the evening of April 30, 1669, Morgan moved his pirate ships almost within shot of the three great Spanish men-of-war, which were lying outside the channel, quietly waiting for the pirates to come out. The moon and the stars shone on the purple-black sea, and the sharks swam below. They too were waiting.

When dawn came, the wind was in the buccaneer's favour. Morgan sent his fireship alongside the Spanish flagship. His sailors held her close with grappling hooks, set their own ship afire, and leaped into the sea. The explosions that followed were terrific and in no time the flames shot high, setting the masts and decks of the Spanish flagship on fire. Frantic sailors jumped into the sea, where they were either eaten by sharks or easily captured. In the excitement the captain of one of the two remaining Spanish ships ran his vessel ashore, where she was soon captured. The third Spanish ship put up a fierce fight, but Morgan now had the advantage. She too was forced to give in.

Thus the fox, the bold bad buccaneer, had escaped the trap. He and his pirates were again free. He called his men together and divided the plunder. They and their leader then returned in triumph to Jamaica.

Panama is attacked and captured

Morgan then formed the bold plan of attacking Panama, the great port on the opposite side of the Isthmus of Panama, where the Spanish galleons came loaded with treasure from Peru and Chile. He left Jamaica with 39 ships and about 2,000 men. He was supposed to be using them to raid the Spanish island of Haiti, but instead he sailed for the mainland. But the Spaniards were not to be caught asleep the second time. This time they were ready and waiting for Morgan and his men. A fierce battle took place in which over one hundred of the buccaneers were killed and seventy wounded.

This was a serious loss, but not enough to stop a leader like Captain Morgan. He told his men that the fewer they were in number the more plunder there would be for each one. He at once set out to cross the Isthmus and reach Panama. The heat was stifling: the men could hardly breathe. The undergrowth was a mass of tangled vines. Swarms of mosquitoes and other insects stung the pirates, making their eyes and faces swell. They could scarcely see. Some of them fell ill from malaria or yellow fever and died. In the tropical jungles through which the pirates had to pass were poisonous snakes and huge alligators. In some places, savage Indians shot arrows at

the party. But Morgan walked boldly at the head of his men unharmed through the shower of missiles. The Indians were so amazed to see a man walk through unhurt that they turned and fled.

The worst difficulty of all, however, was the shortage of food. In order to make it easier to travel, the leader had ordered his men to carry few supplies, hoping they would get food from the Spanish settlements as they went along. But most of the Spaniards, learning of Morgan's coming, had fled into the woods, taking with them or destroying their supplies of food. Morgan's men became so hungry that they were ready to eat almost anything. At one place the Spaniards had left some saddlebags. These the pirates grabbed, stripped off the leather, and ground it to coarse powder. Then, when they had moistened it with some water from a nearby stream, they hungrily swallowed it.

After six days of such hunger and misery the men pleaded with their leader to take them back. But Morgan persuaded them to keep on, and as if by a miracle they shortly reached a big barn in which the Spaniards had stored some corn. The pirates were so hungry that they fell on it and ate it by the handful, dry and uncooked as it was. Then they stuffed the rest of it into their coats and even some in their hats.

After nine days of hardship Morgan succeeded in crossing the Isthmus of Panama. There before him lay the Pacific and the great prize he was after, the rich port of Panama. Fortunately for the buccaneers, the Spaniards' guns were pointed towards the Pacific, the direction from which they might expect an enemy to attack. They had not forgotten the daring raids of Francis



Morgan cutting his way through the jungle. What was he looking for?

Drake in earlier years. But they never for one minute expected an attack from the land. When the pirates burst on them, they tried to save themselves by driving a herd of wild bulls into the ranks of the pirates, but Morgan quickly ordered his men to fire on them. Wild with fear, the animals turned and frantically rushed among the Spaniards, knocking them down and trampling many to death. The battle was soon over and Panama lay at the mercy of the most famous buccaneer of the day. But while he was a bold, fearless leader, he was also a clever and a cautious one. He knew his men, wild with joy at their success, would easily get out of hand, and he was afraid that this might give the Spaniards a chance to win back the town. So he told his followers that the Spaniards had poisoned the wine and ordered them not to touch a drop of it.

Morgan then seized the vast store of treasure worth several millions of dollars. He had it loaded on pack mules and we learn that it took two hundred of them to carry it across the isthmus to his waiting ships. Before leaving he set fire to the city of Panama. This was his farewell!

Morgan becomes governor of Jamaica

We can well imagine how furious the King of Spain would be when the news came of the burning of Panama and the loss of its treasure. He demanded that England punish her bold buccaneer. So Morgan was arrested and sent to London; but when he arrived there, he soon became a hero. Everbody liked the handsome, witty, bold, bad buccaneer. King Charles liked him too. "It takes a pirate to catch a pirate," he laughed. So he made Morgan a knight and sent him back as Sir Henry Morgan, to govern Jamaica.

Much to the surprise of many people Morgan proved to be a good governor. He married and settled down and lived in Jamaica for the rest of his life. Underneath he was still the rough, tough buccaneer, but outwardly he was the refined English gentleman, ruling as Governor of an important West Indian island. Although the weather was usually hot there, he wore the heavy clothes of a wealthy man of England of those days—lace ruffles, coloured velvet breeches, and a richly brocaded long coat with silver buttons on it. He was very proud to show his friends a silver snuff-box with the portrait of Charles II set in diamonds, which the King of England had given him. But he refused to have anything to do with his old friends, the buccaneers.

On one occasion several of them were captured and brought before him. "I have enough evidence on you rascals to hang every mother's son of you", he said. Then he let them go, but with a warning. In a few years he had driven most of them from the West Indies and the Caribbean Sea. Many of them

sailed to the Pacific and to Australia, where we shall see, they helped roll back the clouds over unknown lands.

Questions to Answer

1. What was another name for pirates? Why were they so called?
2. What is an isthmus? Give the name of a well known one.
3. Why did such countries as England, France, and Holland not put down their pirates?
4. Where is the city of Panama? Explain how the wealth reached it. What was done with the treasure after it had reached Panama?
5. Where did Morgan have his headquarters? Why did the governor of the island allow him to plunder?
6. What three Spanish towns did Morgan attack? State what happened at each.
7. List the troubles Morgan and his men ran into while crossing the Isthmus of Panama.
8. Give three reasons why Morgan was able to capture Panama.
9. What happened to the buccaneers when Morgan became governor of Jamaica?

Things to do

1. Draw a map showing the route taken by Morgan when he left Jamaica and attacked Panama.
2. Write a playlet of Morgan meeting Charles II and act it before the class.
3. Write a playlet about Morgan as governor in Jamaica. Have him meet some of his old friends, the buccaneers, who came to call on him.
4. Cut out pictures about Jamaica and other West Indian islands as they are to-day. Place them in your book, and write a short note beside each one.
5. Read "Treasure Island" by Robert Louis Stevenson.

23. PIRATE DAMPIER FIGHTS, TRAVELS, AND WRITES

The buccaneers move to the Pacific and other places

Soon after Sir Henry Morgan became governor of Jamaica many of the pirates were forced to leave the Caribbean Sea and the Spanish Main. They sailed to other places, many of them going to the Pacific, where, like Francis

Drake, they hoped to plunder the Spanish ships and settlements; for the Spaniards were now sending many of their treasure ships to Spain by way of Cape Horn. But the buccaneers soon found that the Spaniards had now grown more careful and were better prepared to fight off their attacks, for they had armed their ships and had built forts to protect their settlements. So some of the buccaneers thought it wiser to sail westward across the Pacific in search of other ships and other places to attack and capture. In so doing they made many discoveries.

William Dampier, pirate and writer

In the year 1686, among the pirates who headed west across the Pacific was an Englishman named William Dampier. Luckily for us, he was not only a pirate but an excellent writer. He was very keen to see new and interesting things and to write about them. From his writings the people of England learned a great deal about the unknown world.

At first he was a common sailor on a ship in the Newfoundland trade. Later he sailed on another ship for the West Indies and still later turned pirate. But as a buccaneer he had very little luck. He then joined a pirate ship called the *Cygnets* (a little swan) commanded by Captain Swan. Dampier was to be the sailing-master on this vessel.

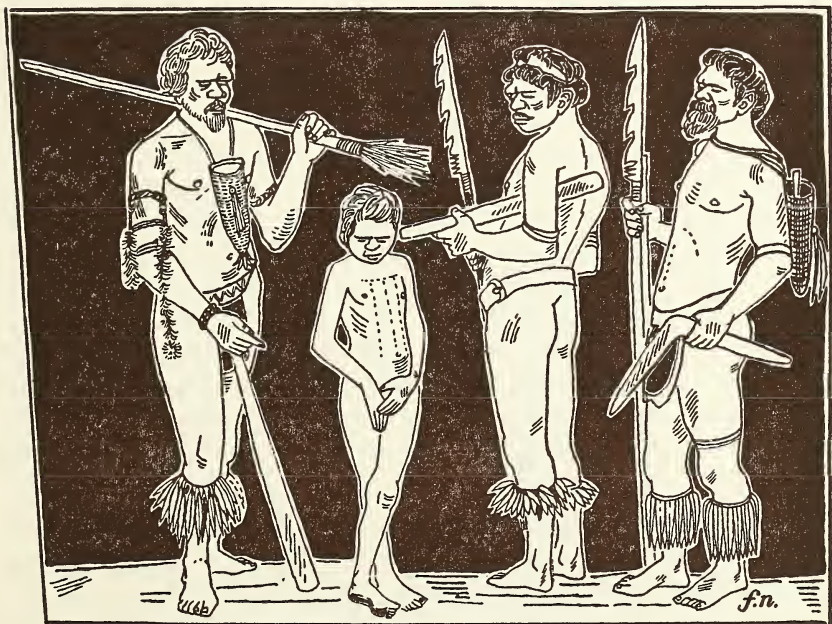
The *Cygnets* headed across the Pacific, her crew keen for adventure and each man hoping he would gain great riches. But day after day went by with no land appearing. For fifty days they sailed on, covering six thousand miles of the blue Pacific. The food was now nearly all gone, and the crew became so hungry that they threatened to kill and eat Captain Swan, who happened to be a short, red-faced fat man. "I wish I were thin and scrawny like you, Dampier," the Captain told his sailing-master. "I should then feel much safer among these blood-thirsty pirates of mine. If it comes to a pinch, I know they'll eat me before they'll tackle that skinny carcass of yours." However, luckily for Captain Swan, the island of Guam, one of the Ladrones, soon came into view, and the pirates did not have to carry out their plot to eat the captain. Instead they were overjoyed to get supplies of coconuts, other fruits, and fresh meat from the natives.

The *Cygnets* then sailed on to the Philippines. After several months of idleness, the crew began to quarrel among themselves and at last open mutiny broke out. The captain and some of the officers were put ashore on the islands and left there. But the mutineers took Dampier with them because he knew how to sail a ship.

Dampier reaches Australia

The pirates on the *Cygnets* were still looking for riches. They visited many islands in the East Indies, including the famous Spice Islands. Then Dampier took the ship still farther south and reached the coast of New Guinea and of New Holland, or Australia, as it is now called.

The men were in desperate need of fresh water, but no rivers, lakes or springs were found along the barren shores of New Holland. Even when the men dug down several feet they still could find no water. In fact there was very little life of any kind. A few natives with black skins and fuzzy hair were seen, but Dampier did not think very much of them. In his writings this is what he tells us about them: "The natives are the miserablest people in the world, having no houses, no garments except a piece of the bark of a tree tied like a girdle around the waist; no sheep, poultry, or fruit, but feed upon a few fish. Apart from their human shape, they differ but little from animals. They are tall, straight-bodied, and thin, with small, long limbs. The colour of their skin, both of their faces and the rest of their bodies, is coal-black, like that of the negroes of Guinea. They live in companies, twenty



Natives of Australia as Dampier found them.

or thirty men, women, and children together." Their only shelter from the weather were pieces of bark or boughs propped up together. For food they caught fish with their hands in the shallow pools along the seashore. As they had not learned how to fish with lines and hooks, they very often nearly starved.

Dampier did not stay long near the Australian coast. He sailed in a north-westerly direction and reached Nicobar Island about one hundred and twenty miles north of the large East Indian island of Sumatra. By this time the crew was again giving trouble. Quarrels and blood-thirsty fights would break out day and night among the pirates, whom Dampier in his writings calls his "mad crew." Seeing a chance to escape, he and some friends slipped away in a native canoe. Only brave men would have tried to make such a daring trip on the open ocean. The sea was so rough and the storms so fierce that at one time they and all their belongings were hurled into the sea. The canoe, however, was righted and some of the supplies and Dampier's writings were saved. After much hard work and suffering these daring men at last reached Sumatra. Here Dampier boarded a trading ship, which many months later landed him in England in 1691.

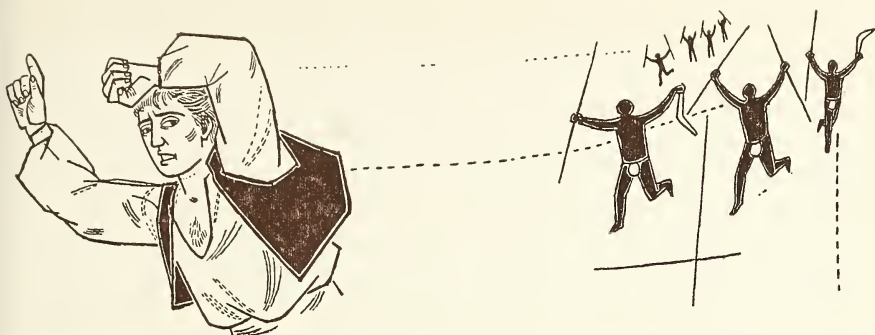
Dampier had taken back with him a black slave, whom he named Prince Jeoly. He hoped to make money by showing "the prince" to curious people of England. But Jeoly caught that dreaded disease smallpox, which was very common in those days, and soon died.

Much more important than Prince Jeoly was the piece of bamboo stick Dampier brought back. In its hollow inside were his notes about his travels and about the persons and places he had seen. At both ends he had stuck some wax to keep the writings clean and dry. He now used this diary and wrote a book, which was full of excitement and adventure. Thousands of people read it, including the King.

About this time the Government of England wanted to find out more about the unknown land, called Terra Australis, which lay south of the equator and which the Dutch had named New Holland. The King thought that no better man than Dampier could be found to lead an expedition, so he put him in charge of the *Roebuck*.

Dampier explores part of Australia

In January, 1699, Dampier sailed from England in the *Roebuck*. He had intended travelling by way of Cape Horn and across the Pacific Ocean, but strong westerly winds carried him around the Cape of Good Hope. He



One of Dampier's sailors being chased by savages. Where did this happen? Note the native weapons, wooden lances and boomerangs

therefore decided to sail across the Indian Ocean to the west coast of the unknown continent. More than six months later, on August 7, Dampier reached New Holland. His ships sailed into Shark's Bay, which was some five hundred miles to the south of the part of Australia he had previously touched. The bay seems to have been rightly named, for Dampier tells us in his diary that the men caught several large sharks, one of which was eleven feet long, with two of its teeth eight inches long and as thick as a man's thumb. In its stomach were found the remains of a hippopotamus.

As on the former voyage, the men searched for fresh water and dug wells in the sand in the hope of finding it. But they were very disappointed in not finding any. They caught turtles, sharks, and other fish, and a few fowl. On August 22 they saw smoke coming from a nearby island. "Where there are people," thought Dampier, "there will also be water." So he and eleven men, armed with muskets and cutlasses and supplied with shovels and pickaxes, rowed towards the island. As they approached the shore they saw three tall, black naked natives, who took fright and ran away when they saw the white men. Later in the day Dampier sent one of his fastest runners to try to catch one of another group of natives he saw. When the white man reached them, the blacks turned on him with their wooden lances, and although he had a cutlass, they wounded him and would no doubt have killed him, if Dampier had not rushed up and quickly fired his musket to save him. Seeing their companion fall, the rest of the natives ran away. When Dampier returned to his men, he found that although they had dug eight or nine feet they had still failed to find fresh water.

The *Roebuck* now sailed farther along the coast. In a few places it was not quite so barren and bushes and trees were found growing. His men were delighted with the sweet fragrance of the Australian bush. They also saw countless flowers and many birds with brightly coloured plumage. Dampier, always keenly on the watch for something new or strange, spotted some funny-looking animals which he tells us were "a sort of raccoon with short fore-legs and great jumping hind legs." What do you think they were?

As the ship's drinking water was running quite low, Dampier sailed the *Roebuck* northward. After travelling for about a thousand miles he came upon the beautiful island of Timor in the East Indies. With its waving palms green bushes and fruit trees, what a pleasant change it was from the dry, barren sandy shores of northern Australia! Here the crew were able to fill the ship's barrels with fresh water and eat all the fresh fruit they wanted.

After his men were rested, Dampier sailed on to other East Indian islands. Wherever he went, he always took time to make maps and notes. He travelled along the northern coast of New Guinea and circled the island of New Britain. If you look at your map you will find that the strait between New Guinea and New Britain still bears his name.

The stormy weather was now coming on and the *Roebuck* was beginning to leak. As Dampier had already been fifteen months at sea and was a long way from England, he now turned his ship homeward. But bad luck was with him. Crossing the Indian Ocean the *Roebuck* leaked so badly that it was only by keeping the pumps going night and day that the ship was kept afloat at all. She just managed to reach Ascension Island in the Atlantic Ocean, when down she went, fortunately close to the shore. The crew and some of the supplies were saved. Some weeks later an English ship happened to call at the little island and took Dampier and his men back to England.

Dampier's last voyages

When Dampier reached England, he was received very coolly. He had lost his ship, he had found no gold or silver, and he had of course brought back no other wealth. He wrote the story of his trip in a book entitled, "Voyage to New Holland." Later he made two more voyages, which took him around the world. He wrote another book called "A Voyage Around the World," which was read by many people.

It was on one of Dampier's voyages that Alexander Selkirk, later made famous as Robinson Crusoe in the book by that name, was left on the lonely island of Juan Fernandez. We shall learn of his story later.

On his last voyage Dampier was the pilot of one of the ships, and helped to rescue poor Alexander Selkirk. The pirates captured fourteen Spanish ships, one of which was loaded with gold and precious stones. Dampier received his share of the loot and the old pirate then decided to settle down in England for the rest of his life. He is to be honoured, not as a pirate, but as an explorer, who made excellent maps and who wrote very interesting books about his travels.

Questions to Answer

1. Write out the following sentences choosing the right words at the end:

(a) Pirates were called buccaneers because (they read books) (rode bucking ponies) (ate buccan).

(b) They left the Caribbean Sea because (it was too stormy) (there was no more treasure) (Morgan drove them away)

(c) The Spaniards at this time took much of their treasure to Spain by way of (Cape Horn) (Cape of Good Hope) (Panama).

(d) Dampier reached a large island south of the equator called (Sumatra) (Java) (New Holland) (New Zealand).

(e) In Australia Dampier saw (giraffes) (kangaroos) (elephants)

(f) The coast of north-western Australia where Dampier landed was (barren) (fertile) (mountainous).

(g) Dampier is best remembered as (a navigator) (a pirate) (a writer).

2. Make a list of six interesting things you have learned about Dampier.

3. Why did Dampier not reach the east coast of Australia?

Things to do

1. Make a map showing the routes taken by Dampier on his first two voyages.

2. Find out how the east coast of Australia differs from the part Dampier reached. Mention three differences.

3. Find out about the Bushmen of Australia. Get pictures of them and put them in your note books. Write a few lines about them.

4. Make a class mural showing several of the highlights of Dampier's voyages.

5. Read "Peter and Nancy in Australia" by M.H. Comfort, published by Ryerson, and "Let's Read About Australia" by L. and K. Harris, published by The Book Society.

24. THE REAL ROBINSON CRUSOE

The lonely islands of Juan Fernandez

About four hundred miles off the west coast of Chile in South America, out in the blue Pacific, lies a group of islands known as the Juan Fernandez Islands. The shores of these islands are mainly rocky slopes. Very few ships ever call there, for near the coastline are many dangerous currents. On one of these lonely islands for four long years and four months a Scotsman by the name of Alexander Selkirk lived all alone. You have no doubt heard of or have read the story of *Robinson Crusoe*. Alexander Selkirk was the real Robinson Crusoe about whom Daniel Defoe wrote his famous story, although he pretended that the island was at the mouth of the Orinoco River near Trinidad.

How Selkirk came to be marooned

You will remember that Dampier lost his ship, the *Roebuck*, near Ascension Island and was later picked up by a vessel that took him back to England. He did not stay in his homeland very long, but was soon off again with some English pirates to raid Spanish treasure ships off the west coast of South America. When off the coast of Chile the buccaneers, happening to run short of water, meat, and wood, stopped at the Juan Fernandez Islands in the hope of finding supplies there. One of the crew, Alexander Selkirk, said that the ship he was on was so leaky that he would not sail further in it unless it were repaired. When the captain heard this he decided to leave Selkirk all alone on one of the uninhabited islands. Then the Scotsman changed his mind and begged to be taken on board, but the pirate captain would not listen. He sailed away and left the poor sailor to look after himself. When a man was left on a lonely island in this manner, he was said to be *marooned*.

How Alexander Selkirk lived

Captain Woodes-Rogers, the captain of the ship which later rescued Selkirk, wrote a book entitled, "A Cruising Voyage Round the World." In it he describes the life and adventures of the marooned sailor. He tells us that for the first few days Alexander Selkirk did not mind very much being left all alone. He climbed the rocky shoreline and wandered inland where he found lovely valleys with streams and some hills covered with trees. The weather was mild with bright sunshine and long days, and he was fairly

comfortable at night time. The pirates, had left him clothes, bedding, a musket, some powder, bullets, tobacco, an axe, a knife, a kettle, other useful tools and articles, his mathematical instruments, a Bible, and some other books. Selkirk was most thankful for the Bible and the other books, for, when feeling very lonely, he could turn to them for comfort.

The marooned man used the tools to build himself two huts of pimento trees. He lined them with the skins of wild goats he killed. He used one hut to sleep in and the other one for his supplies and food and for a cookhouse. Very soon all his powder for his musket had been used up, and this of course made it more difficult for him to get fresh meat. We are told that at first he never ate unless he was very hungry and he never went to sleep until he could keep awake no longer. As he had no matches he had to rub two sticks together to get sparks with which to make a fire. There were plenty of fish off the shore and he had no trouble catching them, but he had no salt with which to flavour them. He found the crayfish much more to his taste. He noticed that huge turtles came out of the sea and crept up on the beach. These he would catch by turning over on their backs. He then killed them and used the flesh for food, which he found very tasty. After a time he learned how to catch the wild goats by chasing them and running them down. In his book Captain Woodes-Rogers tell us: "Selkirk ran with wonderful swiftness through the woods and up the rocks and hills as we perceived when we employed him to catch goats for us. We had a bulldog, which we sent with our nimblest runners, to help him in catching goats; but he outdistanced and tired both the dog and the men, caught the goats and brought them to us on his back."

For vegetables he used chiefly cabbages and turnips. The turnips had been planted by Dampier's men and now covered several acres of ground.

How Selkirk dressed

If you look at your map, you will see that the Juan Fernandez Islands are not a very great distance from the Tropic of Capricorn and that they are in the South Temperate Zone, with the result that the weather is never severe. In June and July, which are winter months in the South Temperate Zone, there is sometimes a little frost and hail, while it is never unbearably hot in January and February, which are summer months. Selkirk therefore did not have a harsh climate to deal with. When his clothes wore out, he made himself a coat and a cape from the skins of goats. As he found his feet soon hardened, he was able to get along without shoes. Captain Rogers

tells us: "Having some linen cloth by him, he sewed himself some shirts with a nail, and stitched them with the worsted (wool) of his old stockings, which he pulled out on purpose."

Selkirk's pets

The marooned sailor found his island full of rats, which did great damage to his supplies. They ate his food, chewed his clothing, and even nibbled at his toes while he slept. Luckily, however, on the island there were also many cats, which from time to time had been left by visiting ships when calling for supplies of water, meat, and wood. Selkirk made friends of some of these cats by feeding them bits of goats' flesh. He petted and tamed them and they soon paid him back by keeping down the rats. Captain Rogers tells us that the sailor also tamed some of the kids and that he would sometimes sing and dance with the kids and cats to while away the long dreary hours.

He watches for ships

Every day Selkirk would climb a hill and shade his eyes as he scanned the horizon, hoping to see the sails of a ship. Twice ships did visit the island, but each time the lonely man fled in terror, for they were the Spanish vessels. He hid in a tree till they were gone. He knew that if he were caught the Spaniards would murder him or make him a prisoner and put him to work as a slave in one of their silver mines in Peru or Mexico. Rather than suffer such a horrible fate, he preferred to live alone on the island.

Rescued at last!

One day, however, as he was looking longingly out to sea, he spotted a fleet of ships approaching the island. His heart bounded for joy as he noticed they were flying the British flag. They were British buccaneers raiding Spanish ships and towns for treasure. On one of the ships was our friend, Dampier, who had remembered that Selkirk had been marooned on the island.

Selkirk's eyes filled with tears as he thought of his home in Fifeshire in Scotland. For four and a half long years he had lived on the island, never speaking to a soul. When Captain Woodes-Rogers landed, what a shock he received to see a strange sun-tanned, hairy, bare-footed, bare-legged creature clad in goat skins. Selkirk tried to talk, but he could not utter a word. He seemed to have lost his power of speech. But after a time it came back to him and he then told his strange story. Dampier was the most surprised of all for he was sure that after so many years the poor man must have perished.

Today a visitor to the island of Juan Fernandez may see a place known as "Selkirk's Look-out." Here many a time the lonely sailor must have watched for an approaching sail.

A tablet has been put up. It reads:

"In memory of Alexander Selkirk, mariner, a native of Fifeshire, Scotland, who was on this island in complete solitude for four years and four months. He was landed from a galley in the year 1704, and was taken off in the "Duke" privateer, 12th February, 1709."

The writing of "Robinson Crusoe"

When Selkirk reached England he aroused great interest. The story of his adventure spread far and wide. We have already seen that Captain Woodes-Rogers wrote a book in which he told about finding Selkirk on the lonely island of Juan Fernandez. A writer by the name of Daniel Defoe read the book. Then he met Selkirk and heard the story from his own lips. Defoe then decided to make an adventure story of it, which he called "Robinson Crusoe." This is one of the most famous books that has ever been written. It has been translated from English into many languages and has been read by millions of boys and girls in many countries throughout the world.

Questions to Answer

1. Who was Alexander Selkirk? Where was he marooned? Why? for how long?
2. Who finally rescued him?
3. Give three reasons why Selkirk was able to live fairly well on his island.
4. What was the hardest thing to endure?
5. What was the danger he most feared?
6. What was the most famous book written about him, and who wrote it?
7. How does the story of Selkirk come into the life of Dampier?

Things to do

1. Read *Robinson Crusoe*. Draw pictures of some of the scenes. Let various pupils tell different parts of the story to the class.

2. (a) Ask your teacher to explain to you the following verse by William Cowper, which tells of Selkirk's stay on the island of Juan Fernandez:

*I am monarch of all I survey
My right there is none to dispute,
From the centre all round to the sea,
I am lord of the fowl and the brute.
O solitude! where are the charms
That sages have seen in thy face?
Better dwell in the midst of alarms,
Than reign in this horrible place.*

(b) Copy the poem under a picture you have drawn of Robinson Crusoe on his island. You might memorize the poem.

3. Pretend you have been marooned on a lonely island. Tell what you would do.

25. SOUTHWARD WITH CAPTAIN COOK TO NEW ZEALAND AND AUSTRALIA

The great unknown southern continent

Although Tasman had reached Van Diemen's Land (Tasmania) and New Zealand, and although Dampier had sailed along the north-western coast of Australia, yet the clouds still hung over the vast portion of the great southern continent and the seas nearby. In fact, eighty years passed after Dampier's second voyage before Australia was heard of again. It was another Englishman, James Cook, a great sailor but no pirate this time, who was to roll back the clouds still farther and let the people of the world know more about the vast continent of Australia and the beautiful islands of New Zealand. Captain Cook made three important voyages altogether and for his great work he is sometimes called the Columbus of Australia.

Cook's early life

Cook was born in Yorkshire, a county in England, in the year 1728. He was the son of a farm labourer and attended a village school for a few years. When only twelve years old he went to work in a draper's shop in a small seacoast town; but the sea was in his blood, and he seized the first chance to join a ship. At first he served on a ship that carried coal from port to port. Later he joined the Royal Navy and, as he was always a very hard

worker, soon became captain of a ship. He sailed to the St. Lawrence River and was with General Wolfe when that leader captured Quebec from the French in 1759. During this time he helped to make maps of the district. He also found the depth of the channels of the St. Lawrence in many places and helped to pilot the English vessels up the river.

The first voyage

Captain Cook was next sent on a very special voyage, connected with the study of the stars. At certain times of the year you have no doubt looked up in the evening sky and seen the planet Venus, shining in all her queenly brilliance. She is closer to the sun than we are and, like the earth, also travels around the sun. It so happened that on June 3, 1769, the planet Venus was to pass across the sky between the earth and the sun, across the face of the sun. The scientists of the Royal Society of England found out that this would not happen again for several hundreds of years and that it could only be seen from some place in the South Pacific Ocean. They were very anxious to see Venus cross the sun, for it would help them find out the distance of the earth from the sun. No one at the time knew, of course, whether or not there was a suitable island in the South Pacific from which to observe this. "Let us send someone to find out," they said.

Because he knew a great deal about maps and the sailing of ships, the British Government chose James Cook as captain of the *Endeavour* to take the scientists to the distant place. It was expected that the ship would be away for at least two years. Cook was also given secret orders to find out all he could about *Terra Australis*, the great land somewhere south of the equator.

Captain Cook discovers a cure for scurvy

Many of the sailors in early voyages had suffered from that dreaded disease called scurvy. Sometimes, on a long voyage half the crew would die before the ship returned to port. Captain Cook, unlike many early captains of ships, was kind to his crew and wanted to keep his men healthy. He discovered that if his sailors ate fruits, vegetables and meat, they remained well. So whenever he came to an island he landed and collected fresh food for his men. At Madeira, for example, he took on a large supply of onions. In another place, when a shark had been caught, he had it cut up into steaks and had the men eat it for dinner.

We now know that fresh fruits and vegetables contain certain vitamins that help to keep us well. But in those days this was unknown, and the world therefore owes a great debt to Captain Cook for finding out how to overcome scurvy.

His many discoveries

The *Endeavour* with the astronomers sailed across the Atlantic Ocean and reached what is now Rio de Janeiro in Brazil. There fresh supplies of food were taken on board. The ship then went on by way of southern South America and across the vast Pacific Ocean till it reached a lovely green island with palm-fringed shores. This was Tahiti and here Cook found the natives to be tall, strong, and healthy. They had brown skins and wavy hair, and because the climate was so mild they had need of few clothes, wearing only a long strip of cloth, which they wound around the body from the waist down. They lived in huts thatched with palm leaves to keep out the sun and rain. Mother Nature provided most of their food, with very little effort on their part.

The natives of Tahiti were quite friendly to the visitors and supplied them with coconuts, bananas, bread-fruit, vegetables and fowl. But they turned out to be great thieves. We are told they even tried to steal the ship's anchor, and one night when Cook went to bed he placed his stockings for safety under his pillow. When he woke up in the morning they were gone.

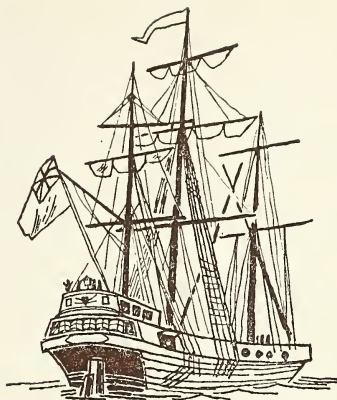
The scientists carried their telescopes to land and got ready to watch the planet Venus cross the sun's circle. Luckily, when the great day came, there was not a cloud in the sky, and so the wise men were able to observe very closely as the planet passed across the face of the sun.

The chief and the people of Tahiti were sorry to see the white men leave, for they had become great friends. One of them called Tupia asked if he and a boy of twelve years old could be taken on the *Endeavour* to England, and Captain Cook agreed.

Leaving Tahiti, Cook now sailed in a south-westerly direction, looking for the great southern continent. But after six weeks it was New Zealand that he reached, which had been discovered by Tasman over a hundred years earlier.

Cook found that the Maoris, the natives of New Zealand, were well-built, strong, active people, with black hair and dark brown skins, very much like the inhabitants of Tahiti. In fact, it is believed that several

hundred years ago some natives from the island of Tahiti reached New Zealand, where they settled. It was no doubt for this reason that the Maoris were able to understand the language of Tupia. The Tahitian tried to tell them that the white men came as friends and wanted to trade with them for supplies. But the natives were so fierce and warlike that they gave the English much trouble. While pretending to trade, they shoved Tupia's boy into the bottom of one of their canoes and made off with him. This was too much for



Cook's ship the *Endeavour*

Captain Cook, who at once ordered his men to fire. One of the paddlers was wounded and the others peppered with small shot. Amazed by the reach of the muskets, the Maoris forgot their prisoner, who quickly jumped overboard and swam back to the ship and safety. Captain Cook, who was noted for his humour, said, "Let us call this place Cape Kidnappers." In another place the English tried to land for supplies, but the Maoris were very hostile, shouting in their own language, "If you come ashore with us, we will kill you." So Cook, because he could get no supplies, called the place Poverty Bay. In still another place he found the natives were cannibals, that is, they ate human flesh.

Although it took him half a year to do it, Cook sailed around both North and South Islands, a distance of about 2,400 miles. He made maps of the coastline as he went. He thus showed the people of the world that New Zealand was made up of two large islands and some small ones and that it was not a part of New Holland at all, but a separate group of islands.

The east coast of Australia is reached

Captain Cook claimed New Zealand for the King of England. He then sailed away westward, laughingly naming the last cape he saw Cape Farewell. In three weeks time he reached the eastern coast of the great island of New Holland or Australia, as it is now called. He landed in a quiet little bay, where there were so many beautiful flowers and plants and trees that he named it Botany Bay. The coast he called New South Wales, and took possession of it in the name of King George III of England. A few miles

farther north he sailed into a very fine harbour. He named it Port Jackson, but it was later renamed Sydney. Today it is the greatest city and seaport of Australia, the capital of the state of New South Wales.

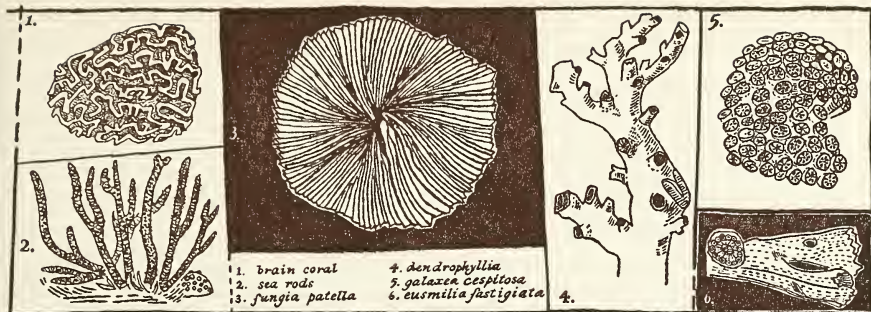
Along the eastern coast of Australia for a distance of over a thousand miles runs the Great Barrier Reef. It is made up of long stretches of coral, in some places a hundred miles wide. Coral is very hard and jagged, and because it lies just under or above the surface of the sea, it is a great danger to ships.

The *Endeavour* was sailing northward. It was a lovely, clear night with a full moon in the sky. Everyone was happy, when suddenly there was a terrific crash. The ship had hit a coral reef! The water came pouring in through the hole. It looked like the end of the voyage and death for all. To lighten the vessel Captain Cook ordered some of the guns thrown overboard and every man was put to work on the pumps. By hard work and good fortune the crew managed to get the ship to the shore, where they ran her aground for repairs. The bay in which they landed is still called Cook Bay.

While the vessel was being repaired some of the crew went inland. A book called Hawkesworth's *Voyages*, which came out in 1773, gives us an account of the interesting happenings to the party. We are told that they went up a river, where they saw many animals, one of which looked like a wolf. At night time they camped on the banks of the river. They made a fire to keep away wild animals and mosquitoes; but they were stung very badly by the insects and spent a very uncomfortable night. At break of day they set out looking for game. Soon they saw some strange-looking mouse-coloured animals that leaped or bounded forward on two legs instead of running on four. They were covered with short fur and had a head and ears very much like those of a hare. The greyhound the men had with them chased one of these animals, but it greatly out-stripped the dog in speed.



A Polynesian native of Tahiti.



Later the sailors shot one, skinned it, cooked it, and ate it, finding it very tasty. The natives called the animal the *kangaroo*.

Another group of sailors, using boathooks, captured three huge turtles, which together weighed nearly eight hundred pounds. The crew made soup of these, which proved a pleasant change of diet.

Several natives appeared in canoes, which they moved in shallow water by means of long poles. In colour these people were a deep chocolate, with black hair, but not of the woolly kind. They were of medium height and seemed to have very small limbs. They were naked and each had two lances and an oddly-curved stick. This was probably the *boomerang*, a hard piece of bent wood, which the natives could throw in such a way that it returned to the thrower. The person who seemed to be the leader of the group had the bone of a bird, about six inches long, thrust through the gristle of his nose.

Tupia, the young native from Tahiti, tried to talk to the natives. He persuaded them to lay down their lances and sit quietly beside him. The Captain gave the leader an old shirt, but instead of using it to cover his body, he wound it around his head, like a turban.

The Endeavour returns to England

Captain Cook continued his journey along the eastern coast of Australia. He was careful to watch for shoals and coral rocks, for he found that the Great Barrier Reef ran along the coast all the way to New Guinea. By sailing through the Torres Strait he proved that Australia and New Guinea were separate lands. He called for supplies at Batavia on the island of Java. Continuing his journey Cook crossed the Indian Ocean, rounded the Cape of Good Hope, and sailed north towards England. On July, 17, 1771, he sighted land and two days later anchored safe and sound. Like another

great Englishman, Sir Francis Drake, he had been away three years, had sailed around the world, and had made great discoveries.

The second voyage

Captain Cook did not stay in England very long. He was restless and eager to make another voyage. As very few ships had ever sailed much farther south than Cape Horn, little was known about the Antarctic Ocean. Was there a great southern continent? Some guessed there was, but no one knew. Captain Cook hoped to find out, so he began preparing for another voyage. Hoping to keep his crew healthy and free from scurvy, he had bottles of lemon and orange juice stored in the hold as well as molasses, ground malt, vinegar, sugar, and raisins. He gave orders that the sailors' quarters were to be kept spotless and that the crew were to keep their clothes clean and were to take cold baths. It is interesting to learn that on this second voyage of Cook's, which lasted three long years, not one man died from scurvy.

On July 13, 1772, Cook sailed from Plymouth with two well-equipped ships, the *Resolution*, and the *Adventure*, for the southern seas. He was the first explorer to cross the Antarctic Circle. The vessels cruised south of it, but were soon driven back by masses of floating ice. We are told in one of

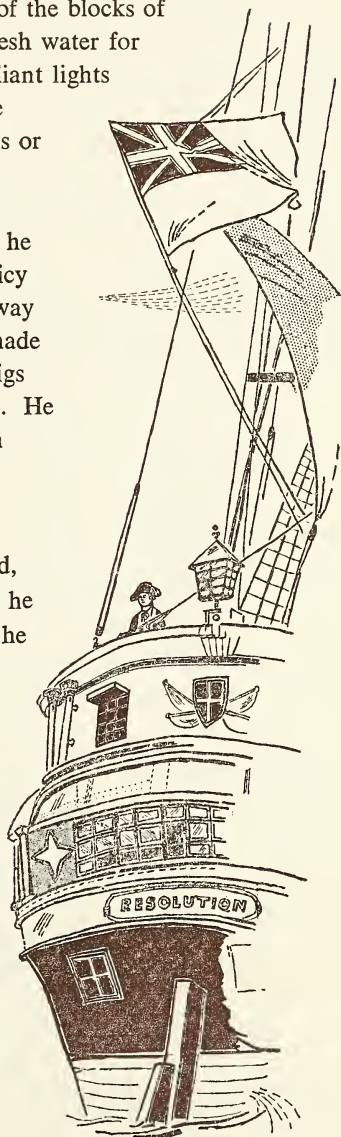


the diaries that "icicles frequently hung to the noses of the men, more than an inch long" and that they were "cased in frozen snow as if clad in armour." Some of the blocks of ice were hauled up and melted to provide fresh water for the ships. The crew saw very beautiful, brilliant lights flashing in the sky, like the streamers of the Northern Lights. It was the Aurora Australis or the Southern Lights.

Cook sailed right round the earth in the Antarctic Ocean, but he found no land; and he knew that if there was any, it would be too icy and too cold for men to live there. On his way back he called at New Zealand, where he made friends with the natives. He left goats and pigs and sheep there, hoping they would multiply. He also prepared gardens and planted them with potatoes and other English vegetables.

The third voyage

The beloved explorer returned to England, but again he did not stay for long. In 1776, he left on his third and last voyage. This time he sailed around the Cape of Good Hope and on to Tasmania and then to New Zealand. He was glad to find the vegetables he had planted had grown well and that the animals had increased in numbers. He left the Maoris some pigs and then went on to Tahiti. Leaving this beautiful island, he sailed northwards. After several days in the middle of the Pacific the ships reached a group of lovely islands, which they named the Sandwich Islands in honour of the Earl of Sandwich, a friend of Captain Cook.



The Hawaiian Islands, as the group is now known, stretch for 400 miles. The largest island is Hawaii which has two active volcanoes, which from time to time pour out smoke, ashes, and molten lava. Cook found the natives tall, strong, and handsome, with brown skins, wavy black hair, and a gentle, friendly manner. They lived in houses built of wood and thatched with palm leaves and grasses. Pebbles and stones kept their floors from being muddy. They got their food from the sea, from the crops they raised, and from the fruits that grew wild. They had, however, no beasts of burden, no metals, no pottery, and they had not discovered the use of the wheel.

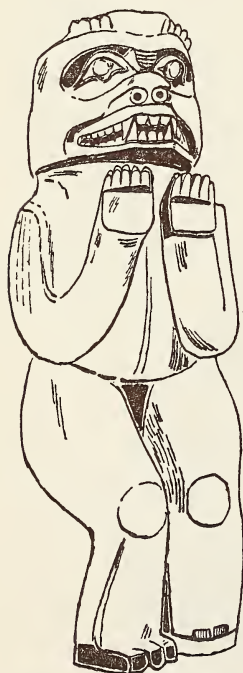
Captain Cook did not linger very long in this lovely spot. He pushed on northwards, for he was anxious to find out if it were possible for a ship to sail out of the Pacific, around the northern coast of North America, and on into the Atlantic. He reached the coast of North America and sailed

along the coasts of what are now British Columbia and Alaska. At the mouth of the Columbia River he found an Indian village with its strange totem poles of carved figures of animals, birds, and fish, which the natives of the West Coast like to build. The Indians whom Cook met had long, straight black hair and copper-coloured skins. They wore clothes made of fur to keep themselves warm.

As the ships travelled northward the weather became much colder and very foggy. The land seemed to bend round towards the west. The strait that divides Asia and North America, now called the Bering Strait, was reached, and the bold explorer, crossing the Arctic Circle, sailed on through into the icy waters of the Arctic Ocean. The crew saw great blocks of floating ice and hundreds of huge walrus, some of which they killed and ate. The meat was tough but they found it a pleasant change from dry biscuits and salted pork.

Death of the great Captain

Winter was now upon the explorer and great walls of ice stopped the ships going farther. So Cook turned south and called again at the



Reproduction of a Red Indian Totem Pole from the original in the Royal Ontario Museum

Sandwich Islands, where he hoped to stay the winter. At first the natives were very friendly and welcomed the white men, but soon began to steal things. One night they even took a large boat, a cutter, belonging to the *Discovery*. Captain Cook went ashore to see the Chief about the matter. A crowd of natives gathered on the shore and stones were hurled at the sailors. A native chief tried to stab one of the officers, who quickly knocked him to the



ground with the butt-end of his musket. In the meantime other sailors in boats were firing at the natives on the shore. Captain Cook, who was at the water's edge, turned round to order the boats to stop firing and pull for the shore. A native saw his chance and clubbed Cook on the head, while another stabbed him in the back. The great, kind-hearted explorer fell face forward into the water. A fierce shout went up from the natives. They rushed forward, seized his body, and dragging it up the beach, stabbed it again and again as they went. The rest of the whites then rushed for the boats and quickly pushed off. They were lucky to reach the ships in safety.

On the island of Hawaii, a monument marks the spot where Captain Cook died—one of the world's noblest captains and one of its greatest explorers.

Questions to Answer

1. Give three reasons why you think Cook was a great explorer. List some of his discoveries.
2. What explorers had already reached Australia and New Zealand before Cook?
3. Which natives seemed to be more intelligent, those of Australia or those of New Zealand?

4. How far is New Zealand (a) from Australia (b) from Tahiti?
5. What is the climate of New Zealand like? What is the climate of Tasmania like?
6. Mention some of the things that grow in (a) Australia (b) New Zealand (c) Tahiti.
7. What language do the boys and girls in Australia and in New Zealand speak to-day? What kind of clothes do they wear?
8. What was Captain Cook trying to find out on his second voyage? How was it that he was able to sail around the world south of the Antarctic Circle?
9. What was Cook trying to find out on his third voyage? Why could he not return to England by way of the northern coast of North America?

Things to do

1. On a map of the world mark in the routes travelled by Captain Cook on his three voyages. Also mark Tahiti, New Zealand, Botany Bay, Torres Strait, Java, Cape of Good Hope, English Channel, Antarctic Circle, Arctic Circle, Bering Strait, Vancouver, Columbia River, Alaska, and Hawaiian Islands.
2. Be one of a group to make a class mural of several highlights of the life of Captain Cook.
3. With the other pupils collect pictures about the lands visited by Captain Cook:- Tahiti, New Zealand, Australia, Hawaiian Islands, Alaska, British Columbia. Paste them in your class scrap book, and write a note under each one.
4. Read more about Captain Cook in one or more of these books:
Beyond the Sunset by Boog-Watson and Carruthers. (Clarke, Irwin & Co.)
Map Makers by Cottler and Jaffe. (The Ryerson Press.)
The Book of Discovery by Bridges. (Clarke, Irwin & Co.)
Famous Explorers by Kates. (McLeod.)

UNIT VI

LIGHT ON DARKEST AFRICA

26. TAKING ANOTHER LOOK AT THE MAP OF AFRICA

Comparing Africa with North America and Europe

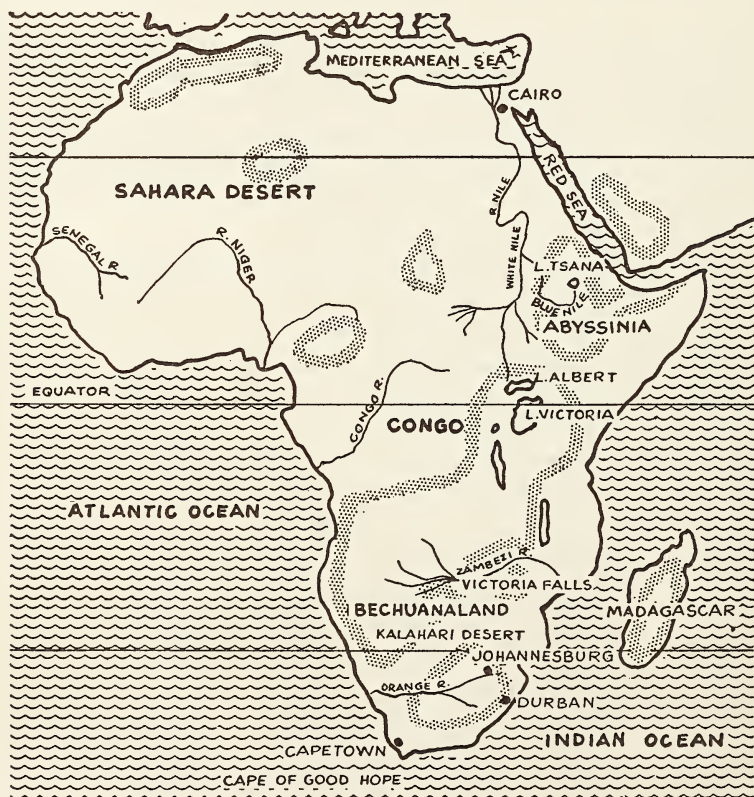
Africa is a huge continent. It is larger than North America and three times the size of Europe. From north to south it stretches roughly 5,000 miles, about the same distance as between the city of Ottawa in Canada and the city of Buenos Aires in South America. At its widest point it measures 4,500 miles across, which is much farther than the distance between the Canadian cities of Halifax and Vancouver.

Look at a map of North America, the continent on which we live, and you will notice two mighty rivers—the St. Lawrence with its great lakes, and the Mississippi with its many tributaries—that cut right into the middle of our continent. Early explorers used these vast waterways to travel along, and thus found it much easier to explore the country. The Continent of Europe also has many rivers, seas, inlets, bays, islands, and peninsulas, and good harbours where ships may shelter. But if we look at the map of Africa, we find something quite different. There are very few bays or harbours where ships may shelter. Most of the continent is a plateau from three to four thousand feet above the level of the sea. In many places it is a very steep drop to the ocean; in only a few places is there much level land near the sea. The few large rivers flow across the plateau and as they get near the sea they tumble over the plateau in falls and cataracts. Some of them, like the Niger, enter the sea by many mouths, which conceal the entry inland. Such things make it very difficult for ships or even small boats to travel very far up the rivers of Africa. Then, too, on three sides of the continent—north, south, and east—there are great mountain ranges which are difficult to cross.

Climates and regions of Africa.

Notice where the equator runs through Africa. It cuts the continent almost in half and a large part of it is therefore in the Torrid Zone. It is fiercely hot on both sides of the equator and heavy rains fall most of the year. This kind of weather causes trees, vines, and undergrowth to grow very quickly, making dense jungles through which it is very difficult to travel. In such regions live monkeys, gorillas, snakes, and other reptiles, parrots and insects.

North and south of the jungle lands are the great grasslands of Africa. Here it is usually dry in the winter and wet in the summer. The grass grows so tall that it is known as "elephant" grass. This is the home of the big animals—the elephant, the giraffe, the lion, the rhinoceros, the antelope, and

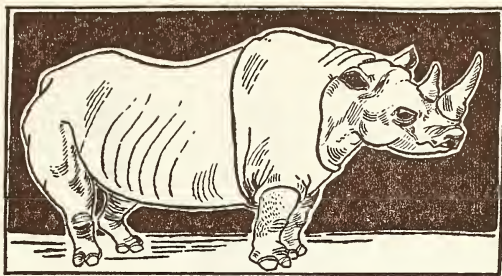


the zebra, and the big bird, the ostrich. They rove over the plains and feed on prey or on wild grasses and trees that Nature has provided. In some of these areas men raise herds of cattle and flocks of sheep.

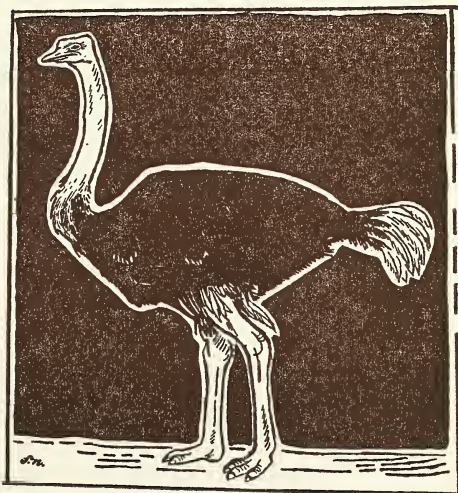
Most of North Africa is a desert. It is so dry that hardly anything will grow there. As far as the eye can see, there is often nothing but sand, which in the daytime glistens in the bright scorching sunshine, making it very hard on the eyes of travellers. The great Sahara Desert is crossed by trails along which men and camels travel. In a few places there are oases, that is, green islands in the sea of sand. Here there are wells and usually a few palm trees growing, where the weary men and thirsty camels refresh themselves before continuing their long tiresome journey. To the East of the Sahara we find the River Nile flowing northwards through Egypt into the Mediterranean Sea. Here too there is little or no rainfall, but the Nile, which gets its water from the mountains in Central and East Africa, overflows its banks every year. In this way it keeps the land on both sides very fertile, enabling the people to grow good crops of grain.

The People of Africa

Africa is the black man's continent. In such a vast area you would expect to find many people; and such is the case, for there are about 200 million of them, which means that there are more persons in Africa than in the whole of Canada and the United States put together.



Rhinoceros



Ostrich



Warriors—taken from a drawing by an African bushman

In Africa there are three main groups of people. The Negroes live mainly in the southern part of the great Sahara Desert and in the central part of the vast continent. They are of many tribes. They speak many languages and live in different ways. The Bantus, for example, who are black-skinned, tall, and well-built, live in round mud huts with thatched roofs to keep out the

hot sun and the heavy rains. Some of them store their grain in huge jars, made of mud. They know how to make iron weapons and they use spears and hide-covered shields when fighting.

In the southern part of Africa, near the Cape of Good Hope, live a people who are rather short and who have a yellowish-brown skin. They are called Bushmen. The Hottentots, who are of medium size and somewhat like the Bushmen, also live in southern Africa.

In the great Sahara Desert, in the upper part of the valley of the River Nile, and along the shores of the Mediterranean Sea are found mixed races of brown and black. There are also many Arab tribes, whose ancestors came from Arabia and other parts of Asia. Many of these people follow their herds, moving from place to place, wherever they can find pasture. Such people are called nomads and still live much as people lived in Old Testament times. Most of these northern peoples are closely bound together by their worship of God, whom they call Allah. They believe in a prophet called Mohammed, a leader who lived in Arabia about a thousand years ago. A true follower of Mohammed is expected to pray at least five times a day. When he prays, wherever he may happen to be, he faces Mecca, a holy city in Arabia. On Fridays he must pray in the mosque, which is a kind of church. Many of the mosques are very beautiful buildings.

Besides the three big groups of peoples mentioned above, living in the deep forests of the Congo River near the equator are the Pygmies, who are the smallest people on earth. They are black-skinned, very wild, and only four feet tall. They live chiefly on wild fruits and vegetables and do

very little work of any kind. For hunting animals they mainly use the bow and arrow. Sometimes the arrows are poisoned.

There are only a few million white people living on the whole vast continent of Africa. Most of them make their homes in South Africa, where they find the temperate climate best suited to their health. Here have been built some great modern cities including Cape Town, Durban, and Johannesburg. In many ways these places are like the cities in our own country.

Questions to Answer

1. In what part of Africa is the Nile River?
2. Explain how it is possible to grow crops along the Nile.
3. What is the Sahara like? What is an oasis?
4. Explain why ships cannot go far into Africa.
5. Why do jungles grow in the region of the equator?
6. What are the dangers to travellers of the jungle?
7. Name some of the animals of the grasslands of Africa.
8. Name three native races in Africa.
9. In what part of Africa do the white people live in greatest numbers? Why?
10. Name some large cities of Africa that have been built up by white men.

Things to do

1. Make a salt and flour map of Africa, showing the different heights of land.
2. Read *Peter and Nancy in Africa* by M. H. Comfort, published by Beckley-Cardy Company and then tell the class about some of the things you have read.
3. Read about Africa in *Geography Around the World* by McConnell and Watson published by W. J. Gage & Co.

27. JAMES BRUCE IN ABYSSINIA

The dark continent

Earlier in this book we saw how the Portuguese and others sailed down the west coast of Africa and later rounded the Cape of Good Hope, thus finding a sea route to the East. Along the west coast of Africa trading was developed in such products as gold and ivory, for which the Europeans

gave cheap goods in return. In the meantime in America, the Spaniards had killed off many of the Indians and therefore needed cheap labour to work on their plantations and in their mines. A wicked trade in black men sprang up. Thousands of African natives were torn from their homes and families, herded into the filthy holds of sailing ships, and sold as slaves in America. But because it was difficult to explore the interior of such a vast continent, Africa lay mysterious and unknown to the white man for many years. For this reason it was called the *dark continent*.

The unknown source of the Nile

For thousands of years men had wondered where all the water came from that caused the great River Nile each year to overflow its banks and flood the land of Egypt. Many travellers had hoped to find its source, but so far no one had been successful; for in those early days the explorer in Africa was faced with many dangers and difficulties. He had to travel under the rays of a scorching sun and sometimes he ran short of food and drinking water. As a rule he was unable to speak the language of the natives, many of whom were fierce and bloodthirsty; and there were nearly always dangers from wild animals, snakes, and the stings of insects, which often brought disease and sometimes death.

Bruce tries to find the source

James Bruce, a young Scottish giant, six feet four inches tall, made up his mind he was going to find the source of the Nile. In Scotland he had studied medicine. He had already travelled in Spain, Greece, Palestine, and North Africa and had learned to speak several languages. Among these was Arabic, which is spoken by many natives in Egypt and North-Eastern Africa. In many respects, therefore, James Bruce was well prepared for a great journey of discovery. Fortunately for us, he has left a diary in which he gives a day-by-day account of what happened to him.

In July, 1768, Bruce reached Cairo, the capital of Egypt. Here he met the ruler of Egypt, who very kindly gave him letters which, he hoped, when shown to other rulers, would help him pass safely through their countries. The explorer then boarded a Nile boat, called a *canja*. He sailed up the river against a strong current. He passed the Sphinx, chiselled from solid rock nearly 3000 years B.C., also some of the huge buildings of stone called pyramids, built by various pharaohs in which their bodies were placed after death. On he went until he came to the ruins of great cities of the past,

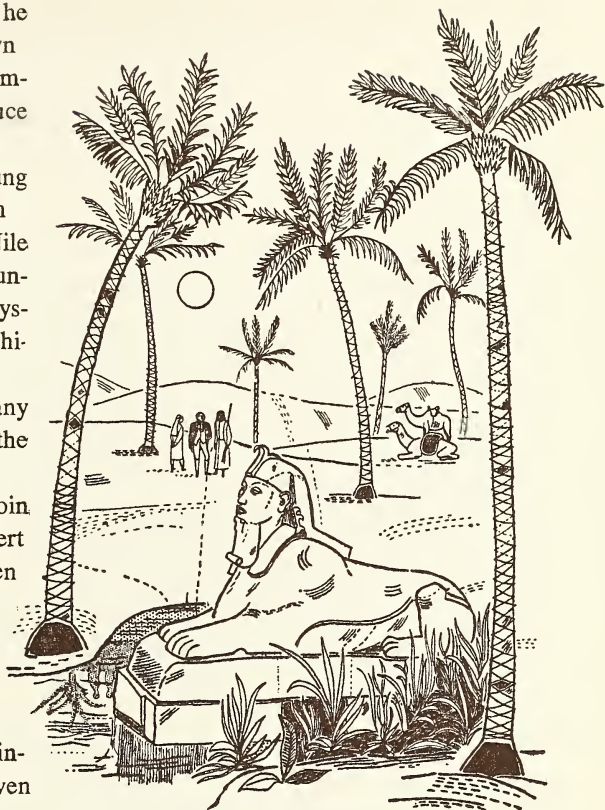
Thebes and Luxor. Here he met an Arab sheik, known as Nimmer the Tiger. Nimmer had fallen ill and Bruce helped to cure him. The sheik, thankful for the young man's help, now told him that the source of the Nile was high up in the mountains in the country of Abyssinia, sometimes called Ethiopia. He said there were several cataracts and many other dangers higher up the Nile, and as a friend he strongly urged Bruce to join a caravan, cross the desert to the Red Sea, and then sail south to Abyssinia.

He travels down the Red Sea

The explorer took the Tiger's advice and joined a caravan. Then for seven long days and nights he travelled through the desert.

In his diary he tells us that there wasn't a trace of any living thing, not a snake, nor even a lizard—nothing but sand, sand, sand. At last he reached the shore of the Red Sea, which seemed like a red hot cauldron, heated by a pitiless sun.

Bruce now disguised himself as a Turk and embarked in a small boat, hoping to sail southwards. But a terrific storm suddenly came up and drove the little ship before it in the wrong direction, almost to the northern end of the Red Sea. Bruce was now farther away from Abyssinia than ever, but he did not give up. He sailed southwards along the desolate sandy coast of Arabia till he reached Jiddah, a port not far from the holy Mohammedan



The Sphinx in the Oasis

city of Mecca. As it scarcely ever rains along the Arabian coast, hardly anything grows. The glaring sand makes the heat almost unbearable. It came in scorching waves, as though from a blast furnace. To make matters worse, Bruce now fell ill with a fever. Two months passed before he was well enough to board another ship and cross the Red Sea to Massawa. From this seaport he hoped to travel overland to Gondar, the capital of Abyssinia.

Bruce reaches Abyssinia

After leaving Massawa the explorer toiled through the most difficult kind of country. Sometimes the road became merely a narrow path winding its way through a mountain range whose lofty summits lost themselves in the clouds; at other times it almost disappeared at the bottom of deep gorges with rocky cliffs towering steeply on either side. But at last, after ninety-five days of struggle and suffering, the weary traveller reached Gondar, the capital of Abyssinia, now called Ethiopia. In his diary he tells us that the people lived mainly in mud huts. On arrival he discovered that many of the natives were suffering from small-pox, a terrible disease that spreads from person to person and often causes death. The King asked Bruce to help his people and also the royal children, who too were ill. The white man made use of his knowledge of medicine, and in a few weeks most of his patients were well again. The King of Abyssinia was so pleased and thankful for Bruce's help that he made him "Master of the King's Horse." Later he was appointed ruler over the district where the Nile was supposed to rise. The King wanted to keep such a clever doctor with him at the palace, but Bruce was anxious to be on his way.

He reaches the source of the Blue Nile

On the 28th of October, 1770, the explorer left Gondar for Lake Tsana, a large lake through which the Nile flows. Here a savage native chief warned him that the journey to the source of the Nile would take many months. He also said that the natives on the way would probably catch him and eat him. But the fearless explorer was not so easily frightened. He was by this time quite excited at the thought of being so close to the source. He travelled around the lake until he found a river that flowed into it. He then journeyed upstream for several days. The stream became narrower and shallower, until at last it was only a foot deep and was fed from a tiny spring that bubbled up out of the ground. "I have reached the source of the Nile, November 4, 1770," wrote Bruce in his diary. He thanked God for bringing him safely

through so many dangers. Then he took a cocoa-nut shell and filled it with water from the little stream and drank to the health of His Majesty King George III.

Bruce thought he had discovered the source of the Nile; but he was wrong. He had found only the source of the Blue Nile, a large tributary of the main river. The source of the main stream, the White Nile, lay hundreds of miles to the west.

Our explorer now returned to Gondar. A short time later he again reached the Blue Nile and then followed its course until it joined the main River Nile near Khartoum. If you look at the map of Africa you may note that the River Nile flows northward down to the Mediterranean Sea. Bruce, therefore, travelled northward, passing the sixth and fifth cataracts. Then leaving the great river, he decided to cross the burning Nubian Desert. The heat was so intense, no living thing was seen. Suddenly sand storms would come up and blow so fiercely that the little party was several times nearly suffocated. The water supply failed and some of the men, overcome by heat and thirst, went mad. Sometimes fierce savages attacked the travellers. But always Bruce kept on and at length the desert was crossed and the welcome waters of the Nile came into view. The party followed its course northward and after several weeks reached the city of Cairo near its mouth.

In 1773 James Bruce arrived back in England. He had been away almost ten years. He told the tale of his adventures, of his journey to Abyssinia and of his finding what he thought was the source of the Nile. But many people did not believe him. They thought he was telling "tall" stories. However, others became interested, and a few years later the African Association was formed to explore and find out more about the "dark" continent of Africa.

Questions to Answer

1. In which direction does the Nile River flow?
2. Into what sea does it empty?
3. Why did Bruce sail down the Red Sea?
4. Give two reasons why he did not try to travel all the way up the Nile.
5. Where is Abyssinia? Mention six interesting facts about it, including the name of the country to-day and its present Emperor.
6. What source did Bruce actually discover?
7. What are the Sphinx and the pyramids?

8. How many people are there in Egypt? What language do they speak? What do they look like? Give the names of two large cities in Egypt.

9. Why does the River Nile have few tributaries?

10. Why did Bruce cross the Nubian Desert, instead of travelling down the Nile all the way?

Things to do

1. Form a group of three or four to find out about the Egypt of early times. Report to the class about it.

2. One of the class or the teacher might read about the Pharaoh and the Israelites in Egypt. Find the story of Joseph in the Bible. Study it.

3. Collect pictures dealing with the Nile, the Red Sea, and Abyssinia.

4. Make a native village on a sand table. Model the Sphinx and a pyramid in wet sand.

28. MUNGO PARK EXPLORES THE NIGER RIVER

The river of mystery

For thousands of years people wondered about the Niger. No white man had ever seen it. Prince Henry the Navigator had believed it was a western tributary of the Nile. Some thought that it didn't reach the ocean at all but that it vanished somewhere in the middle of the Sahara Desert. Arab traders brought back tall stories of a great city with golden roofs that stood somewhere on its banks.

The African Association in London was anxious to find out the facts about the Niger. They sent out an explorer who had travelled with Captain Cook. He landed on the coast of Africa, disappeared into the forest, and was never heard of again. Later they sent out another explorer who had lived with the Moors for twenty years. He too landed on the west coast of Africa, but soon had to return to England. Then a third man, Major Houghton, a British army officer, offered to travel for the Association. He too lost his life in the dark continent.

Mungo Park offers to explore the Niger

A young Scottish doctor, who had already spent some time as a ship's doctor in the distant East Indies, now offered to explore the river of mystery. He knew the great risk he was taking, but was determined to go. He



"Mungo Park took with him two Negro servants—"

wanted to trace the great river from source to mouth and find out about the cities on its banks.

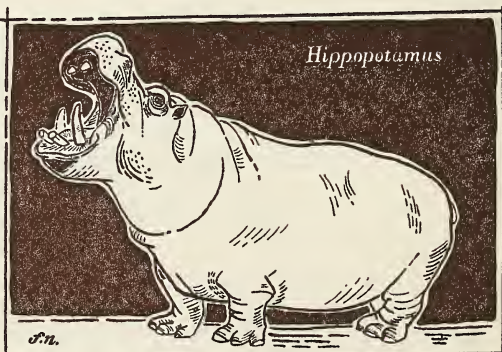
In June, 1795, he landed on the west coast of Africa at the mouth of the Gambia river. Disease-carrying mosquitoes stung him and he was soon very ill with that dreaded fever called malaria. While he was recovering he made use of his time learning Mandingo, the language of the negroes through whose lands he expected to travel. From his window he watched the traders dealing in gold dust and elephants' tusks, and saw the arrival of many caravans of wretched slaves, who were being sold like animals for shipment to America. Park's English friends sadly shook their heads when he was well enough to leave. They expected that he too, like other explorers, would perish in the forest.

Mungo took with him two negro servants—a man called Johnson and a boy called Demba. They rode on donkeys, while he rode a horse. Some slave dealers joined him for the first part of the journey. He took sufficient food for two days only, but he had a good supply of beads and tobacco and amber, which he hoped to trade for food when needed. He also carried a sextant, a magnetic compass, a thermometer, and a large umbrella. For protection he had two guns and two pairs of pistols.

Dangers of the journey

He soon found himself in the hot, gloomy woods, with danger hidden all around him. On the mud flats in the sun basked fierce crocodiles, while in the muddy swamps near the river wallowed the huge hippopotami. Mosquitoes and other insects stung the travellers, making life almost unbearable. In the thick underbrush were poisonous snakes, while other large snakes lay coiled around the limbs of overhanging trees, ready to drop without warning on travellers passing below. At night the howls of the jackals and the weird laughing of the hyenas kept Park and his men awake.

From time to time as the explorer passed through the lands of different negro



kings or chiefs, he was made to pay toll. In one case the black king admired the brass buttons on his coat so much that Mungo had to give him the garment. As he took it off, the black women of the court noticed that his skin was white. They were so amazed that they said his mother must have dipped him in milk each day when he was a baby. They also made fun of his long, thin nose, which was so different from theirs. They said his mother had pinched it to make it long and thin. When he praised their shiny black skins and small flat noses, they became annoyed. "We do not like a honey mouth," they said.

Some of the negro chiefs asked Park why he had travelled so far. They thought he had come for gold or for ivory or for slaves. When he told them he had come to find a mighty river, they were quite astonished. "Haven't you any rivers where you come from?" they asked.

Among the Moors

The negroes, however, were generally kind to Mungo Park and aided him in travelling from village to village. But when he reached the country in which the Moors and Arab traders lived, he met with trouble. The Moors were Mohammedans and hated Christians and white men. They soon attacked Park and took away most of his possessions. One day a group of Moors burst into his hut. "Come with us," they commanded, "the mighty Arab Chief Ali wants to see you in his camp."

When Park reached the camp the Arabs at once made fun of him. They prodded and pushed him. To see how his buttons worked they made him undress and dress several times, and roared with laughter as he did so. They even made him stay in a hut with a pig and gave him scarcely anything to eat. Half-starved and ill, he asked his guards what Ali was going to do with him. "There is some talk of cutting off your right hand, while others say that Ali will have your eyes put out, because you are a spy," they replied.

Park decided to escape. At dawn on July 1, 1796, he managed to steal away. All his possessions, except his horse and his compass, were gone. But bravely he pushed on for the Niger. That night, ill, tired, thirsty, and bedraggled, a lonely white man in the middle of the desert, he lay down to sleep, perhaps to die. Fortunately, however, a sudden thunder-storm came up and the rain fell in torrents. The parched explorer thankfully spread his clothes on the sand and then sucked or squeezed the water out of them. The rain had saved his life.

The Niger at last

Luckily for Mungo Park, the natives now mistook him for a pilgrim who had come from the holy city of Mecca in Arabia and they were willing to help him on his journey. He went from village to village. At one time he obtained food for himself and for his horse by cutting a button off his coat and giving it to the natives.

In his *Travels in the Interior of Africa*, a book which he later wrote, Park tells us that in a certain village on one occasion no person would let him into his house. All were afraid of him and he was made to sit under a tree all day without food. With night coming on, and wild beasts numerous in the district, he was about to climb a tree to rest among its branches, when he saw a woman coming from her labours in a field. When she heard Park's story she took him to her hut and fed him. Her daughters, who were spinning cotton, made up a song and sang it as they worked:

"The winds roared and the rains fell.
The poor white man, faint and weary,
Came and sat under our tree.
He has no mother to bring him milk;
No wife to grind his corn.
Let us pity the white man,
No mother has he."

The explorer was now joined by two negro shepherds. "Have you heard of the Big Water?" he asked. "Of course we have," they replied. "We are going to a place called Segu, which is on the Joliba (Big Water) and we shall soon be there."

This was wonderful news to Mungo Park. And on the very next morning there lay the broad majestic Niger rolling before him, glittering in the sun and flowing eastward. What a thrill it was to realize that he was the first white man ever to see the Niger! The date was July 21, 1796.

Park now started on the long dangerous trip to Timbuktu. He learned from some merchants that the city was under the rule of the Moors, who would most likely be unfriendly to him. He was alone, weak, hungry, and ill with fever. After travelling for about eighty miles eastward, he felt that he could go no farther. Sorrowfully he turned back. He joined a caravan of slaves, unfortunate wretches who were being dragged in chains under a scorching sun for hundreds of miles to the coast. After many days of wear-

some travel he again reached the River Gambia. Here he found an American slave ship and took passage on her, finally arriving at the coast.

Park's friends were very much surprised to see him, for a long time ago they had given him up for lost or dead. He boarded an English ship and returned to England. Luckily he had been able to save his notes, which he had often carried in his hat. He was now able to write a book in which he told the world for the first time the facts about the interior of Africa. He described the climate, the great forests and deserts, the fierce animals, the kindly negroes, the savage Moors, the wicked slave trade, the difficulties of travel, and the great Niger River flowing eastward. As people read Mungo Park's book more of them became interested in Africa.

Park returns to the Niger

Park married and settled down in Scotland as a doctor; but always his heart was along the banks of the great, mysterious African river. In 1805, helped by the British Government, he again landed in the Dark Continent. He wanted to find out more about the Niger and, if possible, to reach Timbuktu and the sea. This time he had a party of forty-four soldiers and workmen to protect and help him, as well as forty-four donkeys to carry the supplies. These animals, however, caused much trouble by kicking off their loads, lying down in the mud, and refusing to move.

Unfortunately the rainy season had started, a bad time of the year in which to travel; but Park was anxious to go on. Then fever, that curse of the white man in the tropics, struck his party. One by one the Europeans dropped and died. The leader was ill and suffered terribly. At one place a huge alligator in a creek attacked Park's black guide and injured him badly. He only saved himself by digging his fingers into the eyes of the reptile. But in spite of all troubles the leader kept on. In one of his letters, which he sent back to the coast by a servant, he wrote: "Though all the Europeans who are with me should die, and though I were myself half dead, I would still persevere; and if I could not succeed in the object of my journey, I would at least die on the Niger."

By the time the explorer did reach the Niger, there were only eleven Europeans left. Park now had a sort of vessel made out of some old canoes. He called it "His Majesty's schooner, *Joliba*", and started to sail downstream. Past Timbuktu, the great trading city of the Arabs, they went, hoping to reach the mouth of the Niger and the sea. Always there were dangers from



alligators and hippopotami lurking in the waters, and from savage natives on the banks or in canoes. For hundreds of miles the shaky old *Joliba* sailed on. Then the party came to a place where the stream narrowed. Here the natives saw their chance and attacked from the banks and from canoes. Park and his weak little band fought back bravely, but they were outnumbered and soon overcome. In an effort to save himself the explorer jumped overboard. The rushing torrent carried him away and he was seen no more.

The "Big Water," the Niger, goes rolling on to the Gulf of Guinea and flows into the sea by its many mouths. Today a magnificent bridge, built by British engineers, spans the river, and a bronze plate on it records the daring of Mungo Park. In the market place at Selkirk in Scotland close to where he was born, stands a statue to Mungo Park. Beneath are sculptured pictures showing his experiences.

Questions to Answer

1. In what part of Africa is (a) the Gambia River? (b) the Niger? What are their directions and where do they empty?
2. Where is Timbuktu? Why is it important?
3. Make a list of the trials and difficulties faced by Mungo Park.
4. What is meant by the slave trade?
5. What nationality was Mungo Park? What government helped him?
6. Tell all you know about the word *Joliba*.

Things to do

1. Be one of a committee to read Mungo Park's *Travels in the Interior of Africa*. Tell the class of anything of interest you discover.

2. Draw or trace a map of West Africa. Mark in: Atlantic Ocean, Gulf of Guinea, Gambia River, Niger River, Timbuktu. Trace the routes taken by Park on his two journeys.

3. Make a class mural of highlights of Park's journeys. Suggested pictures are: Park watching a caravan of slaves, travelling through the swampy forest, handing his coat to the Negro king, cutting off a button to trade for food, in prison with a pig, the native woman taking pity on him, building the Joliba, his death.

4. Paste pictures of interest about West Africa in your Social Studies note book.

29. LIVINGSTONE EXPLORES DARKEST AFRICA

Africa, the unknown continent

Queen Victoria came to the throne in the year 1837. In the early part of her reign Africa was still the dark continent. Its vast interior lay mysterious, unknown and untouched by white men. Savage natives, fierce animals, poisonous snakes, hunger, thirst, heat, mosquitoes, disease, fever, trackless jungle or trackless desert—these were some of the dangers and miseries that an explorer in Africa was called upon to face. Yet there were not lacking brave hearts who were willing to battle such difficulties, in order that men might know the true facts about Africa. One of these fearless explorers was David Livingstone.

David Livingstone the great missionary

David Livingstone was born in Scotland. He was one of a family of thirteen children of poor parents. At the age of ten when he should have been in school, David Livingstone began to work in a cotton mill. His work started at six in the morning and went on until eight in the evening. But young David had made up his mind that he was going to get an education. With the first few shillings he earned he bought a Latin book. He propped it on a ledge above the machine at which he was working, and while he worked he studied his Latin.

After work he went to night-school and among other subjects he studied geography. As he looked at the map of Africa, he noticed that large areas were marked *unexplored*. A happy thought then came to him. He would be an explorer of Africa and also a missionary to the heathen; he would help

free the slaves and, in order to help the natives get well when they were ill, he would also become a doctor.

Attacked by a lion

In 1841 young Dr. Livingstone landed at Capetown in South Africa. Here he soon saw the slave traders with their caravans of slaves,—men, women, and children, chained together and treated like animals. The sight made him sad and more determined than ever to help the African natives. So he pushed on through the British and Dutch colonies into the land of the Hottentots. Here he stayed for several months, learning the language and the ways of the people and looking after their needs. He became their teacher, doctor, missionary, and friend. It is no wonder that the natives soon learned to love him.

On one occasion, while travelling north, Livingstone nearly lost his life. In a certain district a large number of lions were giving much trouble, raiding the cattle pens by night and the herds by day, and terrifying the women and children. The natives were afraid, but not Livingstone. He at once arranged to hunt the killers. On passing around a hill the explorer spotted one of the great tawny beasts, calmly sitting on a rock, not thirty yards away. Livingstone let go with both barrels and wounded the lion. "I saw the lion's tail erected in anger," he later wrote. Then turning to the blacks, he said, "Stop a little till I load again."

As he was ramming down the bullets he heard shouts, and looking round saw the lion in the act of springing upon him. "He caught me by the shoulder," writes Livingstone, "and we both came to the ground together. Growling horribly, he shook me as a terrier dog shakes a rat. The shock produced a stupor similar to that which seems to be felt by a mouse after the first grip of the cat." The lion had one paw on the back of the man's head. As the explorer turned to relieve himself of the weight, he saw the animal's eyes glaring at one of the natives only ten yards away who was on the point of aiming at him. The gun missed fire and the great beast then leaped at his new enemy, biting deeply into his thigh. Then another native tried to spear the lion, and the beast turned to the attack, seizing him by the shoulder. Fortunately by this time, Livingstone's bullets had taken effect and the huge animal suddenly fell down dead. "Besides crunching the bone into splinters," writes the doctor, "eleven of his teeth had penetrated the upper part of my arm." Livingstone never again had the full use of his left arm.

He crosses the Kalahari Desert

The fame of Dr. Livingstone, the white man who was the natives' friend, spread rapidly from tribe to tribe. It was said that the blacks loved him so much that a letter addressed only "Dr. Livingstone, Africa" would be sure to reach him. It was passed from hand to hand, from tribe to tribe, till finally the "White Master" received it.

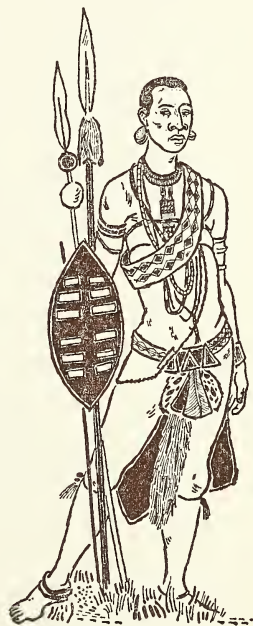
Beyond the Kalahari Desert lay the huts of the Zulus, a race of tall, finely built people, whose men were fierce and doughty warriors. Their king, hearing about the great white teacher and doctor, sent an invitation for him to visit his people.

"Don't go," Livingstone's black friends urged him. "The Zulus are a savage people and they will kill you."

"My friends in England think I am in danger here, among you good people," replied Livingstone with a smile. "I'm sure there is nothing to fear. I shall visit my new friends the Zulus."

This meant crossing the Kalahari Desert with all its dangers, and passing through unknown lands where the tribes might prove hostile. But Livingstone was eager to go. He wanted to find a suitable place for a mission in the heart of Africa, where the natives could be taught about God. On the journey several times the party ran short of water. They had been told where to find the water holes, but often when they reached them they were dry. From a cloudless sky the heat beat down upon them without mercy. Before them, as though it had no end, always stretched the dry, dusty Kalahari Desert; and for days the missionary and his men plodded on without water. Sometimes their hopes would rise when they saw what looked like a sheet of water glistening in the sun before them; but when they would reach it, it would turn out to be nothing but a lake of salt. At last, after many weary days of travel, the wilderness was at length crossed, and a real lake, called Ngami, came into sight.

The Zulus were very glad to welcome so great a missionary, doctor, and explorer, and they would



A Zulu Warrior

have liked him to stay among them. But Livingstone wanted to travel farther and find a place for his mission.

The Makololo people

Among the many tribes of black men whom Livingstone met were the Makololos who lived near the Zambesi River. They were fine people and became close friends of the great explorer. In his *Missionary Journeys* Livingstone often mentions the Makololos. He tells us that they were very fond of their cattle. They had a habit of shaving off a portion of the horns, to make them grow in fantastic shapes. They branded, or burned stripes on the skins of some of their cattle, to make them look like zebras.

The women of the tribe liked to borrow the missionary's mirror. When they saw themselves they would pass such remarks as: "Is that me?" "What a big mouth I have!" "My ears are as big as pumpkin-leaves." "I have no chin at all." "I would have been pretty, but I am spoiled by these high cheek-bones," laughing loudly all the time at their own jokes. Livingstone goes on to tell us that the Makololo women cut their wooly hair quite short, and delighted in having their bodies shining with oil! Their dress was a kilt reaching to the knees, its material being ox-hide made as soft as cloth. They wore large brass anklets as thick as the little finger, and armlets of both brass and ivory, often an inch broad. Strings of beads were hung around the neck. Light green and pink were their favourite colours, and a trader could get almost anything he chose for beads of these colours.

In battle the men used shields to turn away attacks by spears and javelins. These shields were made of hides partially dried in the sun, and then beaten with hammers until stiff and dry. However, the Makololos were so quick and nimble on their feet that they could spring from side to side to avoid the thrust of spear or javelin.

He explores the Zambesi

One day in his travels Dr. Livingstone came upon the wide, majestic waters of the Zambesi River, rolling across the plain, three hundred yards from bank to bank. He was happy and excited at his great discovery. Most rivers, he knew, flowed into the sea. Perhaps this one did too, and if so, might not ships sail up and down it, right into the very heart of Africa? Perhaps light at last would be thrown on the dark continent. There and then he made up his mind to find out. "I will open a path to the interior or perish," he wrote to his father.

Some time before, the missionary had brought his wife and children to stay at the mission he had founded. But there was fever, the climate was unhealthy, and there were many other dangers. He decided, therefore, it was better for them to stay in England while he went on with his work in Africa. So he took his loved ones by ox cart two thousand miles back to Capetown, where they boarded a ship to England. Then, although ill with fever, Livingstone returned with more equipment to the Zambesi country.

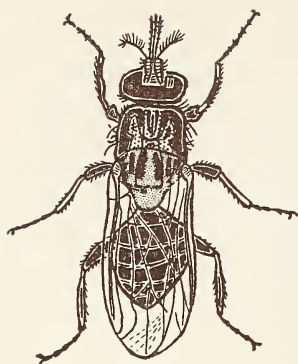
If you look at your map, you may notice that the Zambesi empties into the Indian Ocean. Livingstone, however, decided first to travel up the river, to find out where it came from, and then go westward to the Atlantic coast. He was at a place called Linyanti near the Zambesi. Here his friend Sekeletu, the chief of the Makololo tribe, had promised him help, and there were always plenty of natives willing to travel with the great white "Master".

The country through which Livingstone now passed was much different from that of the Kalahari desert. Along the banks of the river grew thick vegetation, with vines intertwined and bearing brightly coloured blossoms which filled the air with a sweet heavy scent. Feathery palm trees, dark cypress, and the towering baobab with its enormous branches were seen. In some places where the land was swampy, huge hippopotami and fierce crocodiles appeared. Swarms of mosquitoes and other insects plagued the travellers, stinging them and giving them fever, while the damp moist heat made travel very tiring.

Dr Livingstone now left the river and travelled for several miles by means of oxen, which the queen of one of the tribes had given him. But he and his party soon came to a district where lurked a new danger. This was an insect with a brown and yellow body and which made a peculiar buzzing noise. This insect, called the tsetse fly, causes much harm because its bite means death to domestic animals. The oxen had therefore to be given up and the party proceeded on foot.

As he journeyed on, the great white explorer made friends with the natives. Sometimes he would give them beads and other little presents; sometimes he would delight them by showing them slides in his magic lantern. But at other times he was very sad when he came across gangs of slaves being driven to the coast for shipment to America.

At last Livingstone reached Loanda on the west coast of Portuguese Africa. Tired and ill, he looked like a skeleton and could hardly walk. The English official there urged him to return to England, but Livingstone knew



Tsetse Fly

that his native friends would never get back to Linyanti alone, so after a rest he started out on the long tiresome return journey.

He discovers the Victoria Falls

It took Livingstone a year to travel all the way back to Linyanti. Then, although sick with fever, he went on down the Zambesi. One day there was a shout of excitement from his men. Great clouds of vapour were seen rising and there was a tremendous roar. At this spot the Zambesi, over a mile wide, spills itself into a deep canyon. This makes it the greatest waterfall in the world, four times as mighty as Niagara Falls. Livingstone, the first white man to see it, gazed at the amazing sight below, the dense white clouds of mist, and the beautiful rainbows. With a proud look in his eyes, he turned to his companions. "I shall name this after the Queen of England," he said. "This is Victoria Falls."

Again Livingstone plunged into the jungle. Although weak and sick from fever, he was determined to reach the east coast. The tsetse flies, however, bit his oxen carrying the heavy loads and they soon died. Often the party was forced to rely for food on the animals they could shoot, such as zebra and antelope. Eight more months passed by before Livingstone stood on the shore of the Indian Ocean. He had explored thousands of miles and had succeeded in crossing Africa from West to East, from ocean to ocean.

Livingstone returns to England

Livingstone then decided to return to England to see his wife and children. He was forty-three years old and had been away from his homeland for about sixteen years. In this time he had become the most famous explorer of his day. Great Britain heaped honours upon him. He even went to Windsor Castle at Queen Victoria's request and told her about his exploring. But his heart was still in Africa. He was still thinking about the wicked slave trade and of the poor wretches he had seen chained together, driven like animals under a broiling African sun. While in England he wrote a book about his travels and spent much of his time going around making speeches against the slave trade. In every way he did what he could to help the natives of Africa.

He returns to the Zambesi

In two years' time Livingstone was back again in Africa. This time he brought out a small steamer and travelled up the Zambesi River, and up the Shire River, one of its tributaries. The boat was called the *Ma-Robert*, Mrs. Livingstone's African name, meaning the mother of Robert, her eldest son. But the *Ma-Robert* ran on to sand banks and gave much trouble. After a time the explorer left it and travelled on foot. He reached Lake Shirwa, which he tells us he found to be "a considerable body of bitter water, containing leeches, fish, crocodiles, and hippopotami." The natives told him about a still greater lake to the north, one so large that a boy would become an old man by the time he would be able to walk around it. Livingstone reached this great lake, called Lake Nyassa. To the east lay a great range of mountains, which today is called the Livingstone Range.

Livingstone went on exploring, discovering rivers, lakes, mountains and waterfalls. He travelled thousands of miles, making maps and charts and writing notes about the people, the animal life, and the country through which he travelled. Mrs. Livingstone came out to Africa to share her life with her husband, but unfortunately she soon took fever and died. Sadly Dr. Livingstone buried her body under a boabab tree. Her loss was a great blow to him, and after a few months he again returned to England.

When the rains come

In his *Missionary Journeys* Livingstone tells us what a marvellous change takes place when the rainy season starts in Africa. In five or six days the fresh leaves sprout forth and the young grass shoots up. The birds, which in the hot, dry windy season have been silent, burst forth into song and start making their nests. The rain makes all the cattle look fresh and clean, and both men and women proceed cheerily to their cultivated fields and sow the seed. The large wild animals leave the spots where they have herded



A Tuareg warrior, member of a fierce Arab tribe who dealt in slaves



Slave market at Zanzibar

together for the sake of water, and become much wilder. Herds of antelope and buffalo smell rain from afar, and set off in a straight line towards the place where they think it is falling.

The earth in Africa teems with small insects, and as the rain falls hundreds of centipedes and beetles come out of their hiding places. In the evenings the white ants swarm by thousands. While swarming, they appear like snowflakes floating about in the air. Dogs, cats, hawks, and almost every bird, may be seen busily devouring them. The natives, too, profit by the occasion, and collect them for food. The ants are about half an inch long and very fat. When roasted they are said to be good, and look like grains of boiled rice.

On one occasion Livingstone gave an African chief a piece of bread and some preserved apricots.

"Have you ever tasted anything to equal that kind of food?" asked the Doctor.

"Have you ever eaten white ants?" asked the chief in turn.

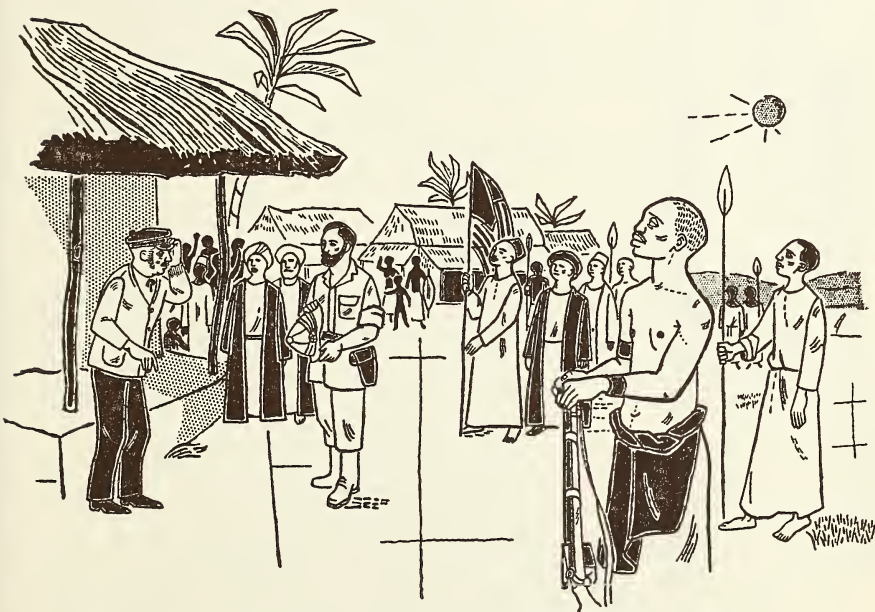
"No, I never have," replied Livingstone.

"If you had," laughed the chief, "you never could have desired to eat anything better."

Lost in darkest Africa

In January, 1866, Livingstone returned to Africa for the last time. He landed at Zanzibar. This time he intended exploring the regions around the vast Lake Tanganyika. He hoped also to find the sources of the Nile and possibly travel down it to the Mediterranean Sea.

Again the great explorer was beset with troubles that would have made an ordinary man turn back: but not Livingstone. The tsetse fly bit his animals and they died. His faithful little dog, Chitane, was drowned. Fierce natives attacked his men and stole his supplies. Food became scarce. Some of his men deserted and returned to the coast, spreading lies and saying that some Zulus had killed the white doctor. But into the dark, pathless jungle Livingstone pushed on. For four years the outside world had no news of him. Africa, like a black gulf, had apparently swallowed him.



"In the village of Ujiji, Stanley found Livingstone outside his hut"

Then an American newspaper, the *New York Herald*, decided to send one of its famous reporters, Henry M. Stanley, who as a boy had lived in Britain, to find him. The order was, "Spend all you want, take all you need, but find Livingstone. Bring him back alive, if possible; if dead, bring back his bones." Stanley went to Zanzibar and all the outside world waited for the news.

Into the trackless dense jungles of Africa plunged Stanley. Whenever he met natives he kept asking "Where is the great white doctor?" But no one seemed to know.

Then one day Stanley met a native who could speak English. He was the servant of Dr. Livingstone.

"Take me to your master," exclaimed Stanley, full of excitement.

In the village of Ujiji on the northern end of Lake Tanganyika, Stanley found Livingstone outside his hut. The two men approached one another.

"Dr. Livingstone, I presume?" Stanley asked, lifting his hat.

"Yes," answered the doctor, with a kind smile, lifting his old battered blue cap with the gold band around it.

The two men grasped hands. Stanley said, "I thank God, doctor, that I have been permitted to see you."

Livingstone replied, "I feel thankful that I am here to welcome you."

Livingstone was now a sick old man with white hair. Stanley wanted to take him home, but he refused to go. He was still bent on discovering the sources of the Nile; and so bravely he went on. For nine months through endless jungles and swamps he travelled, till one morn-



ing his servant found his master dead. The great missionary doctor had died while kneeling by his rough, hard bed, saying his prayers.

Livingstone's two faithful servants buried their master's heart at the foot of a big tree and carved his name with the date on the trunk. Then they took his body, dried it, packed it in bark, and carried it through swamp and jungle to the coast. Here a British warship took it to England. His body lies buried in Westminster Abbey, among England's greatest men, but his heart remains in Africa.

Questions to Answer

1. Why was Africa once called "the dark continent"?
2. What was Livingstone's nationality? In what ways did he prepare for his work in Africa?
3. What three kinds of work did Livingstone carry on?
4. Why did Livingstone have no trouble with natives?
5. What were some of his troubles and sorrows?
6. What is remarkable about the Victoria Falls? Where are they?
7. Why is the tsetse fly so harmful?
8. Explain how Stanley was chosen to find Livingstone.
9. After his death, how were respect and honour shown to Livingstone (a) by the natives (b) by England?
10. Why is Livingstone considered the greatest of Africa's explorers?

Things to do

1. Be one of a group to make a class mural of some of the highlights of Livingstone's life.
2. On a map of Africa mark several of the routes travelled by Livingstone. Mark in Capetown, Kalahari Desert, Zambesi River, Victoria Falls, Linyanti, Shire River, Lake Nyassa, Lake Tanganyika, Ujiji, Zanzibar, the Equator, Indian Ocean.
3. Be one of a group to prepare and stage a little play depicting the meeting of Livingstone and Stanley. How could this be done in three scenes?
4. Read the story of Livingstone in one or more of the following books:
 - (a) *Map Makers* by Cottler and Jaffe.
 - (b) *The Book of Courage* by H. Hagedorn.
 - (c) *Real Stories of the Geography Makers* by John T. Faris.
 - (d) *Beyond the Sunset* by Boog-Watson and Carruthers.

5. Ask your teacher to read to the class interesting passages from David Livingstone's *Missionary Journeys*.

Words you should know

shilling—a silver British coin, equal to twelve pence, roughly twenty-five cents.

cotton mill—a factory in which cotton thread or cotton goods are made.

Latin—the language of ancient Romans of Italy. Later used among all learned men throughout Europe.

heathens—persons who do not believe in God and who usually worship idols; sometimes called pagans.

Dutch colonies—the Dutch came from Holland and settled in certain parts of South Africa. The Dutch settlers were called Boers.

Hottentots—a native race of South Africa. They are of medium height and many of them became servants of the Boers.

Zulus—another native race in Africa, tall, strong, and powerfully built. Under some of their leaders they became great warriors and had powerful armies.

interior—the inside; far from the coast.

canyon—a deep gorge or valley made by a river or stream.

magic lantern—a kind of lantern or lamp by means of which small pictures may be thrown on the wall or on a white sheet in a dark room, thus making the pictures much larger.

reporter—one who collects news for a newspaper.

tsetse fly—(pronounced tsê-tse) a fly common to central and South Africa which, by its sting, conveys the disease, nagana, to livestock. The illness is fatal.

30. STANLEY EXPLORES THE CONGO

The Congo River

We have seen how Bruce explored the Nile, Mungo Park the Niger, and Livingstone the Zambesi; but white men had still to learn about another great African river, the Congo. On your map of Africa you will see that this river rises in central Africa to the west of Lake Tanganyika. It flows for thousands of miles, crossing the equator and finally emptying into the Atlantic Ocean. In his travels Livingstone had already discovered the Lualaba River.



It seemed to flow northward, but at that time no one knew whether it flowed into the Nile, into the Niger, or into the Congo.

You will remember that Henry Stanley had at length found Dr Livingstone at Ujiji, near the northern end of Lake Tanganyika. He stayed with the missionary a few months and, like Livingstone, became greatly interested in exploring Africa.

Stanley's early life

The early life of Henry Stanley was most unusual. Born a poor boy in Wales, he spent his first years in a workhouse, a place where orphan children were sent. His real name was John Rowlands. He ran away to sea and worked as a cabin boy on a steamer that was crossing the Atlantic. In New Orleans a merchant adopted him and he became Henry Morton Stanley.

Stanley fought in the Civil War that took place in the United States. He was captured and spent some time in prison. At a later date he made his way to Liverpool in England and to his home. He arrived ill, poor, looking

like a tramp. No one wanted him; all turned him away. This made him very sad, and to earn a living, he again went to sea. This time he was unlucky enough to be shipwrecked off the coast of Spain. He was saved and later joined the American navy as a sailor. While travelling in Asia Minor a band of robbers attacked him, took all his possessions, and bound a cord around his neck so tightly that the man was nearly strangled. After a time, however, he was freed and returned to the United States. Here he became a reporter for the *New York Herald* and in 1868 went to Abyssinia. We have already learned how in 1871 he succeeded in finding Dr. Livingstone at Ujiji in Central Africa.

Stanley carries on Livingstone's work

On November 11, 1874, Stanley again landed at Zanzibar. He hoped to explore Central Africa and find out where the Lualaba River went and if it really was a tributary of the Congo. He also wanted to find out more about Lake Victoria and Lake Tanganyika, especially if they were joined by a river.

On November 17, Stanley left Zanzibar with three whites, a young man named Barker and two brothers, Frank and Edward Pocock. With the white men were three hundred and fifty natives, who were to carry large quantities of cloth, beads, and wire. The leader hoped to use these to trade with the natives for food and for safe passage through their lands. The party also took with them medicine, bedding, clothes, tents, ammunition and guns. They carried a boat in eight pieces, which, when put together, was forty feet long. Stanley hoped to use this boat, called the *Lady Alice*, to explore Lake Victoria and Lake Tanganyika, when he came to them.

It took Stanley and his party one hundred and four days to travel 720 miles to reach Lake Victoria. During that journey Edward Pocock, one of the whites, took typhus, a fever caused by drinking bad water, and died. The leader felt the loss of his white friend very much. In the account that he wrote about his travels the explorer tells us that he had a very difficult and trying time. The country was rough bushland and the heat of the tropics was almost unbearable. No man in the party had ever been in this region before. The guides could not be trusted and soon ran away. Stanley tried always to keep enough food on hand to last three days. But the party was unlucky. Staggering under their heavy loads, the men went on, hoping to find game or come to a village. By the fourth day all the food was gone. The sixth, seventh, and eighth days passed with still no food in sight. On the

eighth day five people dropped down and died of hunger. Then the party came to a small village; but there was not a grain to be bought or obtained through fear or love. News was received, however, that a long day's journey off there was a larger village. Stanley sent forty of his strongest men to find the village and to trade cloth and beads for food. They came back loaded with 800 pounds of grain.

In the meantime, the remaining men of the party had wandered about in search of game. All they found was the decaying body of an elephant and two baby lions, which they brought back. So great was the hunger of the men by this time that the leader decided to use some of his precious supplies that were kept for use in case of illness. He had the men empty a sheet-iron trunk, fill it three-quarters with water, and then put into it ten pounds of oatmeal, four pounds of pea flour, four pounds of tapioca, and a half a pound of salt. When heated, this made a gruel. Each man and woman was served just a cupful of the mixture. This kept them alive until the others returned with the grain from the distant village.

Stanley reaches Lake Victoria

By the time Stanley reached Lake Victoria, he had lost nearly one quarter of his men. Twenty-six had been killed by the spears of fierce natives who had attacked them. So many of the porters had died that much of the baggage had to be left behind. But luckily the parts of the boat came safely through and Stanley now had the *Lady Alice* put together.

The people living near the lake tried to frighten the explorer by telling him stories. They claimed that the lake was so large that a man in his whole life-time could never travel around it. They told of fierce, wicked men with long tails, who lived along the shores of the lake and who would surely kill the whites and then eat their flesh. But Stanley laughed at such yarns. He was not to be so easily frightened and went on. He visited the powerful king of Uganda, a country lying to the west of Lake Victoria. The king, Mtesa by name, proved to be very friendly. He gave his visitors a great banquet and treated them in great style for several days.

Some of the tribes along the lake shore, however, did prove to be very unfriendly. As the *Lady Alice* sailed by a certain island, several hundred yelling warriors pounced on her. In the fight the boat grounded on the sand and some of the attackers dragged it higher up on the beach. They then seized the oars and went off with them, hoping to prevent the ship from being refloated. Stanley knew he and his men were now in very serious

danger, and that unless he acted speedily all would be lost. He ordered his men to rip up the long boards from the floor of the boat as quickly as they could, and use them as paddles. Meanwhile, he kept off the natives by firing at them with his powerful elephant gun. In this way the *Lady Alice* was refloated and was able to get away.

The party now spent nearly two months exploring the remainder of this vast Lake Victoria, travelling over a thousand miles. When Stanley again reached his camp, however, he was greeted with very sad news; while he had been away, young Barker had taken ill and died. Barker's death was a great blow to the leader. He had lost two of his white companions; he and Frank Pocock were now the only white men in the party.

Down the Congo

Stanley next explored the land between Lake Victoria and Lake Tanganyika. Through dense, tropical forests, sweating in the humid heat, the party cut their way. But they found no river that joined the two lakes. Stanley now crossed Lake Tanganyika and then travelled westward. He was now in the very heart of the "Dark Continent", in the land of trackless forests and endless swamps. Here there were heavy scents from brightly-coloured tropical flowers and dank smells from rotting leaves and fallen trees. In the damp air and in the damp earth were millions upon millions of flying, crawling, buzzing, and often stinging insects. Gray-coloured parrots screeched in the tree tops, chimpanzees swung from branch to branch, crocodiles and hippopotami wallowed in the mud of the swamps, snakes



An African Chameleon

crawled in the thick undergrowth, while elephants, lions, leopards, gorillas, and other animals hid in the dense thickets.

It was almost the end of November before the party reached the Lualaba, the river Livingstone had formerly discovered. Tippu-Tib, a tall, cunning brown-skinned Arab trader, with black beard and wearing a red fez and white clothes, now warned Stanley that the journey down the Lualaba would be very, very dangerous indeed. He told of huge snakes called boa constrictors that hung by their tails from the branches of trees, ready to wrap themselves around unlucky travellers, squeeze them to death, and then swallow them whole; of fierce ants that could sting like wasps, of stealthy leopards and huge gorillas that would attack men; and of natives who ate human flesh. For the huge sum of one thousand pounds, which in our money of today would be about three thousand dollars, Tippu-Tib then offered to go along with Stanley's party taking with him 400 of his men to help carry the baggage. By this time Stanley was in need of all the help he could get, so he gladly accepted the offer.

It turned out that ahead of the leader and his dwindling party, there were many trials and troubles yet to face. The *Lady Alice* was put together again. Some of the men travelled in the boat, some in canoes, while others trudged along the river bank. After a time, as Tippu-Tib had warned, a country was reached in which the natives really were man-eaters. These people made fun of Stanley when he tried to trade wire and beads for food. They had no intention of helping him. They wanted to see him and the others die. So Stanley had to be on the watch all the time for fear these cannibals might pounce on him and his men and kill and eat them. Along the main street of one village the travellers saw a horrible sight; it was a row of one hundred and eighty-six skulls of human beings. Tippu-Tib, by this time afraid, now broke his promise and refused to go any farther. Turning back, he took many of his followers with him, but Stanley kept bravely on.

As the party travelled down the river several cataracts were reached. Paths had to be cut around them and the *Lady Alice* dragged through the paths. It was heart-breaking work in the face of danger, with the natives always ready to attack. One day in the distance the men heard the mighty roar of the river where it tumbled over some very high falls. On both banks rose steep rocky cliffs. The current soon drew the frail canoes into the foaming rapids with their ugly black jagged rocks sticking up here and there. Un-

fortunately Stanley's favourite boy and five other natives in one canoe were carried over the falls and drowned.

Now began the difficult task of cutting a road through the rocks and carrying the *Lady Alice*, the canoes, and the supplies around the falls. To do this took all of twenty-two days. Because Stanley did the job so well the natives admired him and gave him the proud name of Bula Matari, meaning "the rock-breaker". Frank Pocock suggested that these great falls on the Zambesi River be named Stanley Falls in honour of their leader.

Day after day the party travelled on, covering hundreds and hundreds of miles. More canoes and more men were lost in turbulent rapids or were swept over rushing waterfalls. Frank Pocock, the only white friend Stanley had left in the party, had unfortunately hurt his leg, which made him quite lame.

"We must pull the canoes and the *Lady Alice* to the bank," shouted Stanley, as the party approached Zinga Falls. "Otherwise we'll be dashed to pieces on the rocks in those rapids ahead of us."

"Not me," replied Pocock. "I'm lame. You fellows have enough trouble without me adding some more."

"What on earth are you going to do?" demanded Stanley in amazement.

"I'm going to save you time and trouble by shooting the rapids."

"No!" gasped Stanley, "You'll be killed for sure!" But before they could stop him, Pocock ordered his canoe into the bubbling, foamy waters. The current like a race-horse carried him swiftly forward. Soon his canoe was bobbing up and down like a mad thing. Stanley and the others shielded their eyes from the bright sunlight and held their breath as they watched him slip between the black, jagged rocks. Then suddenly, the fierce current carried him into a whirlpool. The canoe swirled around and around, the paddlers almost breaking their arms, trying to get it out. But all their efforts were in vain. Their tired muscles could not stand the terrific strain. The canoe and men were sucked under the swirling waters and were never seen again.

Pocock's death was a great loss to Stanley. Even the natives felt sad and some of them deserted. The leader no doubt began to wonder if he ever would reach the ocean. He learned from the natives that there were still more rapids ahead of him on the Congo, so he decided to leave the *Lady Alice* and travel along the bank of the river. The boat was drawn ashore and left. We are told that the leader took one last lingering look at her. "Farewell, brave boat! Seven thousand miles up and down broad Africa you have

accompanied me," he said, tears in his eyes. "For over five thousand miles you have been my home. Farewell, dear old boat: farewell, dear *Lady Alice*."

Forty of the men were now ill, and all were half starved, weary of travel, almost completely exhausted. But through the never-ending forest the determined Stanley and his faithful men staggered on. Then at last glad news reached them that they were nearing the sea. On August 9th, 999 days after leaving Zanzibar, the party finally reached the little town of Boma on the Atlantic coast. The deed had been done. Stanley had crossed through the heart of Africa from the Indian Ocean to the Atlantic Ocean. The work started by Dr. Livingstone had been carried on and the mighty Congo explored.



African ceremonial mask

In later years Stanley again went to the Congo and helped open its vast area for trade. Queen Victoria made him *Sir Henry Morton Stanley*. Thus did the poor orphan boy become one of the most famous men of his time. When he died he was buried in Westminster Abbey. On his tombstone are carved his name and underneath just three words: BULA MATARI AFRICA.

Questions to Answer

1. What are some of the things that we get from the Congo? What are some of the animals that live there?
2. Describe the climate of the Congo.
3. What four great dangers threatened the lives of Stanley's party at different times?
4. What two rivers and what two lakes did Stanley explore? What was his greatest exploration journey?
5. What uses did Stanley make of the large sum of money that was given to him for exploring?

Things to do

1. Trace a map of Africa showing Stanley's journeys. Then see if you can draw this map from memory.

2. Ask your teacher to read and explain parts from one or more of Stanley's writings:

How I found Livingstone

Through the Dark Continent

In Darkest Africa

My Dark Companions and Their Strange Stories

3. Collect pictures of wild animals that live in the Congo region and paste them into your Social Studies Note Book. Write notes under each picture.

4. Be one of a group to make on the sand table a model of a native village such as Stanley might have come across in his travels.

5. Visit the library and get stories about big-game hunting and the catching of circus animals. Perhaps your teacher will let you read some of them to the class.

6. Pretend you are Stanley. Write a diary of the most exciting week during your travels across Africa.

31. FINDING THE SOURCE OF THE NILE

The true source of the Nile River

In his diary on November 4, 1770, James Bruce wrote, "I have reached the source of the Nile." On page 138 we read the story of Bruce and learned that he was wrong. What he had found was the source of the Blue Nile, which is actually a large tributary of the real Nile. If you look at your map of Africa, you will at once see that the Blue Nile is east of the main river and a long, long way from its true source.

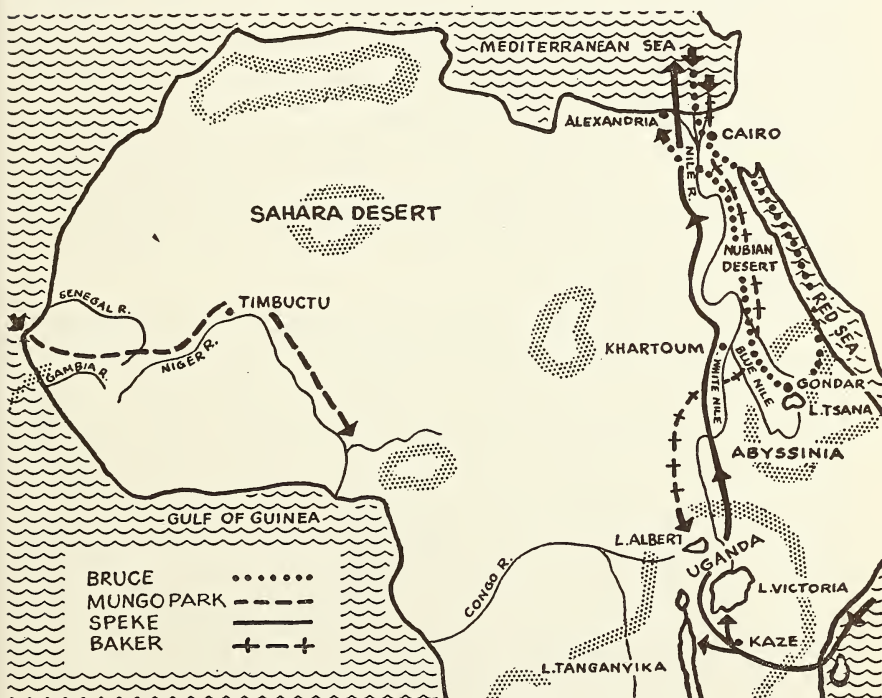
For thousands of years there were strange stories that the great River Nile was fed by waters from the mountains of the moon. Geographers claimed that it rose from some huge lakes that lay in the middle of Africa; others said that it could be traced to great masses of ice and snow to be found on the equator. To many people this seemed silly, for they usually thought of places through which the equator passed as being very, very hot. However, we do know that as you go higher it becomes colder and colder, and that even on the equator, snow and ice may stay all the year round on very high mountains.

In 1857 The Royal Geographical Society of London sent out two men, Richard Burton and Captain John Speke to try to find out the facts about the source of the Nile River.

Richard Burton and John Speke

Burton was a tall lean man, rather bony and dark of skin. He was very clever and could speak twenty-nine different languages. While a young man he travelled across parts of the Arabian desert. In the disguise of a pilgrim he was the first European to set foot in Mecca, a holy city of the Arabs that is still forbidden to Christians. If Burton had been found out, the Arabs would have torn him limb from limb, but he played his part so cleverly and looked so much like a pilgrim that no one suspected that he was an Englishman.

John Speke too was a man of adventure. As a British officer in the Indian army he had seen much fierce fighting against wild hill tribes. Later he had crossed the lofty Himalaya Mountains and had then gone on into



Tibet, a country about which very little was known and one which very few Europeans had ever dared to enter. At a later date Speke and Burton undertook to explore Somaliland, a country in north-east Africa. Here they had many exciting adventures, and both were wounded in a fight with natives.

Off to the source of the Nile

Off the middle of the eastern coast of Africa, just south of the Equator, there is the island of Zanzibar. To-day three-quarters of all the cloves grown in the world are raised there, besides quantities of coconuts. But in the time of Burton and Speke the island was noted for its trade in slaves, a trade which was mainly in the hands of the wicked but shrewd Arab merchants. It was in Zanzibar in June, 1857, that Burton and Speke gathered together a party to travel into central Africa, in the hope of finding the true source of the Nile. It took them about four months to reach a place called Kaze, about 500 miles from the coast. The country through which they passed was very swampy, full of snakes and wild animals. Swarms of mosquitoes pestered the explorers, making their lives miserable. Both white men fell ill with malaria fever. Burton suffered worse than Speke, and at one time was so feeble he could scarcely move his limbs; and, adding to his troubles, the fierce glaring light of the tropical sun almost made him blind.

Burton carried an old map which had been drawn years before by some missionaries. It showed one huge lake in the central part of Africa. The natives at Kaze, however, told the white men that there was not *one* big lake but *three* big lakes. They called them Nyassa, Tanganyika, and Ukerewe.

They reach Lake Tanganyika

The explorers trudged on through tropical jungles and forests for another hundred and fifty miles. Then one day they found themselves descending a thickly wooded mountain slope. Soon before their eyes stretched a vast shining sheet of water: it was part of Lake Tanganyika. They were very excited and it did not take them long to reach its shores. Here they found great numbers of crocodile and hippopotami. There were also herds of antelope and many elephants and long-horned buffaloes. Huge snakes lay coiled round the trunks of trees or sunned themselves near the water. At a place called Ujiji, on the east shore of the lake, they found some Arab traders, who, luckily for them, were quite friendly and who treated the two white men with great kindness. Speke was anxious to make a trip across the lake, but the only boat he could get was a huge dugout, made out of a

single tree, yet capable of carrying a crew of twenty men. In this boat he crossed the lake. Always he looked for the source of the Nile; but nowhere could he find it.

Speke finds Lake Victoria

When Burton and Speke returned to Kaze they heard more stories about the great lake called Ukerewe. They were also told of a great empire called Uganda, which was near by, and of the Arabs trading in large quantities of ivory there. Burton was too ill to pay much attention to these stories. Speke, however, although not well, was determined to make an attempt to reach this famous Lake Ukerewe. He set out with thirty men and enough food to last for about six weeks. He rode on a donkey and carried a powerful elephant gun in case of attack.

Speke met with many troubles on the journey. The country through which he passed was very difficult, being mainly jungle and thickly wooded. Some of his guides turned out to be very slow and quite unreliable. Their only concern seemed to be to eat as much of the precious food as they could get their hands on. However, after several weeks of struggling along in the tropical heat, one morning as he toiled up to the top of a ridge, Speke was rewarded by a view which made his heart dance with joy. There in front of him stretched blue water as far as the eye could see. It was what the natives had called Ukerewe Nyanza, the latter word meaning an inland sea or large body of water. Speke shaded his eyes with his thin white hand. "I can't see the other shore," he said, turning to his native guide.

"No wonder, Master, this nyanza is so big: it is Ukerewe Nyanza and it is even bigger than Tanganyika Nyanza," replied the black man.

"This lake must be the source of the Nile," added Speke stroking his beard, as though in deep thought. "I'd like to explore it and find out for sure."

"But Master, how can we go on? We are all tired out, we can scarcely stand up and our food is almost gone."

"I know it," sighed the explorer sorrowfully. "I know it only too well, but I shall come back, I shall come back—even if it kills me." Later he wrote, "This magnificent sheet of water I have ventured to name Victoria, after our gracious Sovereign."

When Speke arrived back in Kaze and told the news of his finding the great lake and probably the source of the Nile, his friend Burton became jealous and very angry. The bones of his sallow cheeks stood out, his eyes

were deeply sunken, his long lean body wasted from fever. He was very weak as he lay sprawled on a heap of straw, scarcely breathing in the close humid heat. But he managed to raise himself on one elbow to glare with his piercing black eyes at Speke, the only other white man in the whole of Central Africa. "I don't believe a word you say, Speke, not a blinking word," he growled. "You may have found a lake, but how do you know it's the source of the Nile? We reached Tanganyika and you thought that too was the source of the Nile. Pure nonsense, utter rubbish! Besides you had no right to go on without me: it was unkind and unfair of you."

"What was I to do?" asked Speke gently. "You were ill and our time in Africa is so precious. We have already wasted several months."

"You should have waited till I got better," growled Burton. And so saying, the sick man closed his eyes and sank back on to his straw pillow.

After more weary travelling Speke and Burton at length again reached the coast, but Burton was too ill to return at once to England. Speke went on alone and showed his maps to the Royal Geographical Society. He told them that in his opinion the Nile had its source in the great lake he had named Victoria.

Speke and Grant seek the source of the Nile

In 1860 the Royal Geographical Society again sent Speke out to Africa. The Society wanted him to find out more about the Nile and to make sure that it really did start from Victoria Nyanza. This time Speke had as his companion Captain Grant, a friend of his with whom he had hunted in the Himalayas years before. They left Zanzibar in October with 220 men and several mules and donkeys to help carry the heavy loads of cloth, brass wire, bedding, beads, guns, ammunition and other supplies. The party even took goats to provide fresh milk.

It was not long before Speke and Grant ran into serious trouble. Ten natives ran away because they had been told the white men were taking them away to kill them and eat them. Others soon grew tired and turned back to the coast. Some fell ill and died on the way. At one time the party was attacked by Arabs, but managed to drive them off. Both Grant and Speke took fever and were quite ill. By the time Kaze had been reached it was January, 1861. All the mules, donkeys and goats had died on the way, and only half of Speke's men were left. But the explorers decided to push on, hoping to work their way along the western shore of Lake Victoria and find out if the lake really emptied its waters into the River Nile.

They soon entered the kingdom of Uzinza. Here they were made very welcome by the black king and his people. The King, whose name was Rumanika, sat cross-legged and smoked a huge clay pipe. With his chiefs around him, he listened with close attention to what the white men had to tell him about the outside world. He wanted to know all about Queen Victoria, her palaces, and her people. He was especially interested in the oceans and the big ships that had brought the explorers to Africa. He supplied his guests with good food,



An Arab family

including roast beef on Christmas Day. Rumanika refused to accept any money and was only too glad to tell the white men about the kingdom of Uganda and how to reach it.

Speke reaches Uganda

Grant now became so ill with fever that Speke had to leave him to be cared for by their friend, Rumanika. Speke then travelled on into Uganda, a country bordering the western shores of Lake Victoria. Here powerful King M'tesa ruled with an iron hand. His subjects and neighbouring tribes were afraid of him. The natives were horrified when they saw Speke sit down in the great man's presence and through the interpreters not only tell him certain things but also ask him questions.

It was fully a year before Grant rejoined Speke in Uganda. The explorers were now anxious to travel on, but because they were the first white men M'tesa had ever seen, for a long time he wouldn't let them go. He made excuse after excuse for keeping them. It was only when Speke promised that he would tell other white men about Uganda that the King at last agreed to let them go; and then he was kind enough to send some of his people to guide them on their journey.

Speke reaches the Nile

One day as Speke travelled through the bush, he came across a sight that made him feel very happy—the sight for which he had patiently searched these long weary months: it was the River Nile. In his writings he tells us that it was a magnificent stream from 600 to 700 yards wide, dotted with little islands and rocks, with fishermen's huts on the islands and crocodiles basking in the sun on the rocks. It flowed between fine high grassy banks, with rich trees in the background, where herds of antelope and hartebeest were grazing. In the water hippopotami were plunging and snorting, while flocks of guinea-fowl and flamingo rose above the shore line.

Full of excitement Speke began to trace the river back to the lake. What was his delight when on July 28, 1862, he came to a rocky ledge over which poured the waters of Victoria Nyanza! He gazed for hours at the place which for hundreds of years men had longed to find. Fish leaped at the falls with all their might, easy prey for the native fishermen; hippopotami and crocodiles lay sleepily on the water, and natives drove their cattle down to drink at the edge of the lake. After so much toil, suffering, sweat, and tears the source of the Nile had at long last been found.

Speke and Grant meet Samuel Baker in mid-Africa

Speke had no boats, so he had his men make five rafts by tying planks together and filling the spaces with rags. Later Grant met him and together they made their way northward down the river to Karuma Falls, and then overland till they reached Gondokoro farther down the Nile.

One day as they were travelling along the bank, they had the happiest surprise of their lives. Coming towards them from the opposite direction, right in the middle of Africa, was another white man. It was Samuel Baker, another great explorer and a friend of Speke, who had travelled southward up the Nile from Cairo. This is what Baker later wrote about this famous meeting: "My men rushed madly to my boat with the report that two white men were with them who had come from the sea. Could they be Speke and Grant? Off I ran, and soon met them. Hurrah for old England! They had come from Victoria Nyanza, from which the Nile springs!"

Samuel Baker and his wife reach Albert Nyanza

Speke and Grant went on down the Nile to Alexandria and from there sailed to England. But do you think Baker and his wife, who was with him, were ready to go back to England? Not they! They, too, wanted some glory.

They were very anxious to find out about another large lake of which they had heard. They believed it lay to the west of the River Nile. Perhaps this lake might prove to be still another source of the great river.

Before leaving England, Baker had pleaded with his wife not to go to Africa. He told her of all the dangers she would have to face, but the brave woman was determined to go with her husband. On leaving Gondokoro on the Nile Baker's party soon met with trouble. All the natives except one man and a twelve-year-old boy deserted them. This left a party of only four persons to look after twenty-nine heavily-loaded camels and donkeys. The country through which the travellers were passing was extremely rough and some of the animals fell into deep ravines and were killed. Those that remained died later from sickness. Heavy rains came on and held up the party for months. Both Mr. and Mrs. Baker became ill from fever. To get food and help they traded nearly all their clothes. They were now so ill they were able to travel only about three miles a day. Luckily, however, they had managed to keep a Persian rug. This they now gave to a native chief, and in return he not only gave them food and shelter but sent one hundred men to help them on their way.

One fine morning Baker and his wife saw from the top of a hill the gleaming waters of a great lake. They knew it was the lake they sought. "At last," gasped Baker, almost too weak and too excited to speak, "at last, my dear, we have reached the lake. It is most certainly the other source of the Nile."

"Isn't it beautiful!" exclaimed Mrs. Baker, "isn't it beautiful!" Then for some time they both remained quiet, feasting their eyes upon it.

Mrs. Baker broke the silence. "What should we call it, Samuel?" she asked.

"Let us name it Albert Nyanza," replied Baker. (Albert was the name of Queen Victoria's husband.)

In a dug-out canoe Baker and his wife paddled along the shores of the lake. To help them travel faster, Mrs. Baker sometimes used her shawl as a sail. After several days they found the place where the waters of the lake poured into a river, which Baker knew must run into the Nile. This discovery made Mr. and Mrs. Baker very happy. They started on the return journey, but soon ran into more trouble and suffering. Mrs. Baker fell ill from sun-stroke and had to be carried in a litter for a long way. Their food ran out and they had nothing left to eat except some mouldy old flour. They tried to make porridge, but it was so black and bitter they could scarcely eat it,

What was left of their clothes was in tatters and they looked like a couple of tramps. To make matters worse, fighting between native tribes held them up for a long time, and it was only by creeping at night through some tall grass that Baker and his wife were able to escape from one of the native camps.

As the days passed the explorers became weaker and more exhausted. "I can go no farther," moaned Baker. "I'm finished." He slipped quietly to the ground.

"But, Samuel, what about your discovery of Albert Nyanza and the other source of the Nile? The world will never know what you have done," pleaded Mrs. Baker, tears streaming down her thin white cheeks. "We simply must go on."

Baker slipped off his sun helmet. His hair was wet from the tropical heat, and the sweat poured in little rivers down his care-worn face. "The best I can do", he said, "is to hand all my maps and papers to a native, in the hope that he can get them through to the outside world." Then calling his tall headman to him he gave him a wad of maps and notes, which he took from the inside pocket of his faded and ragged jacket. "Here! guard these as you would your life," he ordered. "They are precious. Go down the Nile and hand them to the British consul at Cairo."

Luckily for the Bakers, however, a kind native chief learned of the trouble they were in. He gave them food and shelter and then helped them on their way; and after many more weeks of heart-breaking travel, the brave couple at last again reached Gondokoro on the Nile, two years from the time they first set out. Later they reached England and told the story of their amazing adventures and great discovery.

Questions to Answer

1. Where does the Nile rise and where does it empty? What city lies at its mouth?
2. Why were the sources of the Nile so hard to find? What mistake was at first made?
3. Mention the discovery made by John Speke and by Samuel Baker.
4. Where is Zanzibar and what things do we get from it?

Things to do

1. Be one of a group to find out interesting facts about some of the animals of Central Africa. Report to the class what you have learned.

2. Trace or draw a map of Africa, showing the Nile River and the lakes where it rises.

3. On a map of Africa trace the travels of Burton, Speke, Grant, and Baker, using a different colour for each explorer's route.

4. Request your teacher to read to you passages from Burton's "First Footsteps in East Africa," and from Speke's "Discovery of the Source of the Nile."

UNIT VII

SEEKING THE NORTH-WEST PASSAGE

32. FROBISHER AND DAVIS TRY TO FIND THE NORTH-WEST PASSAGE

In the years that followed the discoveries of Columbus and Cabot, the belief grew up that there was a water route north of America through which ships could sail from the Atlantic to the Pacific and on to China. It came to be known as the North-West Passage. In trying to find it brave men underwent great sufferings and many of them lost their lives.

Martin Frobisher seeks the Passage

Among the early explorers who hoped to find this North-West Passage was an Englishman named Martin Frobisher. He was one of the daring sea-dogs who lived in the time of Queen Elizabeth I.

It was a lovely day in the spring of the year 1576. Queen Elizabeth from a window of her palace watched Captain Martin Frobisher sail down the River Thames with his three little ships, the *Gabriel*, the *Michael*, and another one so small that it didn't even have a name. It was called a *pinnace*, which is a small boat usually with two sails and eight oars.

There was pride on the Queen's face as she gazed at the three little ships now melting away in the distance. "I do hope Captain Frobisher will find this North-West Passage there is so much talk about," sighed the Queen, turning to one of her ladies.

"Oh, I'm sure, Your Majesty, he will succeed," replied the lady with a smile. "Captain Frobisher is a brave man and such a bold sailor."

"If he does, it will mean so much to my country and to my gallant mariners, who at present have to brave the storms around the Cape of Good Hope."

"True, Your Majesty, and besides, think of the long tiresome voyage it is to India and China, even after they've rounded the Cape," added the lady.

"Yes," said Queen Elizabeth, her blue eyes twinkling, "if Frobisher can find a North-West passage from the Atlantic to the Pacific by sailing north of North America, he'll cut the time of the voyage to China in half. Close the window, Lady Jane, and let us all pray that God will bring Frobisher and his men safely back to England."

Frobisher reaches Baffin Island

Frobisher sailed northwards towards the Shetland Islands, which are about 200 miles north of Scotland. Here he ran into a terrific storm and the poor little pinnace went down with all her crew. A little later the crew of



Frobisher trading with the Eskimos

the *Michael* were seized with fear, and persuaded their captain to return to England. But Captain Frobisher sailed boldly on in the *Gabriel* until he reached Greenland, with its icy mountains, cold winds, and bleak and foggy shores. The coast was so thick with ice that the captain could not get near enough to land; so he sailed on boldly until he rounded the southern tip of Greenland. Then he went westward until he reached a stretch of water, now called Frobisher Bay, along Baffin Island. He thought this bay was the passage he was seeking and that the land on his right was Asia while that on his left was America. If you find Baffin Island and Frobisher Bay on your map you will see how mistaken Frobisher was.

Still Frobisher sailed on, but soon great masses of ice stopped him. He landed on an island. Here he and his crew met some Eskimos with whom they traded cheap bracelets, mirrors, nails, knives, bells, toys, and bits of cloth for valuable seal, bear, and bird skins. Five of the crew, however, went too far inland and were lost. To this day no one knows what happened to



them. Frobisher was very sad at having to sail on without them. He had in the meantime made up his mind that he was going to capture an Eskimo and take him back to England to show Queen Elizabeth. He knew how fond the natives were of toys, so he dangled some coloured bells in front of one of them, and while one Eskimo was admiring the bells he was seized and dragged aboard the ship. The Captain took him to England, but being unaccustomed to the English way of living, he caught a very bad cold and soon died.

Frobisher also took back with him some pieces of shiny black rock. In England the goldsmiths who examined them said that this ore had a little gold in it. When people heard this news, they at once became greatly excited. Many wanted to go with Frobisher on his second voyage in the hope of getting rich quickly.

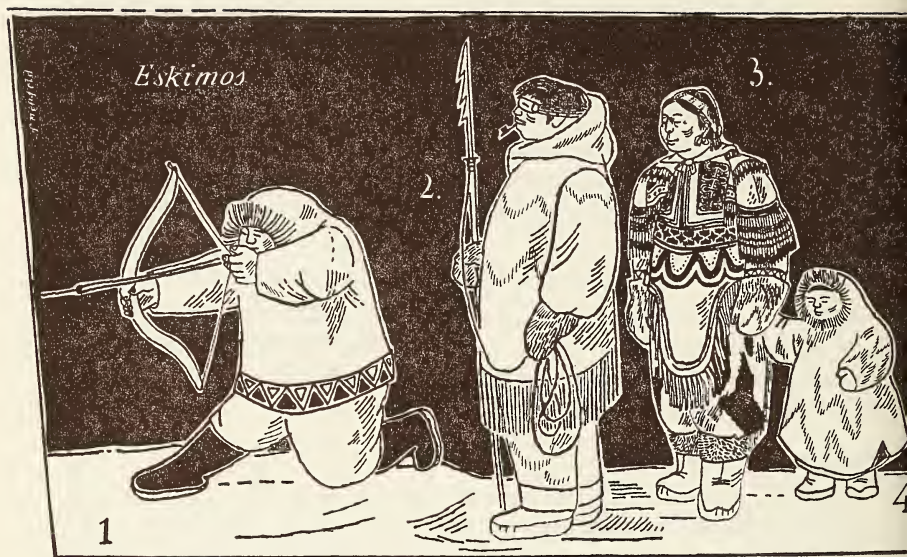
Frobisher searches for gold

Queen Elizabeth, too, was anxious to share in the fortune. She gave Captain Frobisher one thousand pounds, which in those days was a very large sum of money, to outfit his ships. The Captain was soon off again to Frobisher's Bay. Here he had his men dig up two hundred tons of the black rock, which he loaded on to the ships.

On this trip Frobisher met more Eskimos. We are told that these natives were stout and well-built. Their skin was dark and their hair black, straight, and long, but cut at the front with a stone, which made it look very uneven. They ate their meat raw, whether it was the flesh of animal, seal, fish, or fowl. If they were short of water they would suck lumps of ice. Their dogs, which to the Englishmen looked very much like wolves, were yoked together to draw sleds over ice and snow. Sometimes, when very hungry, the Eskimos would kill the dogs and eat them.

The natives dressed themselves in the skins of seals, animals and birds. In the cold weather the fur or feather side was worn inwards, while in the summer time it was turned outwards. Their tents were made of seal skins, held up by four poles meeting at the top.

The writer of the time goes on to tell us that the Eskimos had two kinds of boats. Both were made of seal-skin stretched on frames of wood. The larger sort would carry up to twenty men, while the smaller one, known as a *kayak*, held one man only. Even today, over three hundred years later, the Eskimos still use *kayaks*.



1. Eskimo hunter.
2. Harpooner wearing slit wooden spectacles as protection against snow blindness.
3. Eskimo woman wearing artiggi—her Sunday best.
4. Eskimo child

Captain Frobisher returned to England with his black rock. It was found to contain very little gold. Queen Elizabeth, however, still hoped her captain would find ore with much gold in it. She thanked him for his past work, gave him a gold chain, and sent him on a third voyage. This time he had fifteen ships, and besides sailors they carried soldiers and miners.

Frobisher was told to start a settlement at Frobisher's Bay, but bad storms came up and wrecked one of his ships. He missed Frobisher's Bay and the gales blew his vessels sixty miles westward into what is now called Hudson Strait. He now thought he had at last found the westward passage to China. He wanted to go on, but he knew he must obey the Queen's orders to land at Frobisher's Bay and get the black rock.

The ships reached Frobisher's Bay and this time took on over a thousand tons of ore. The leader started a settlement; but with winter coming on the days became much shorter; snow began to fall and at night ice covered the bay near the ships. Some of the men had died, others were ill, and food and drink were beginning to run short. The men became afraid of the long Arctic

winter that lay ahead of them, so Frobisher sailed for home. He reached England with the black rock. He had lost forty men and his load of ore was found to contain no gold whatever.

Although Frobisher made three voyages and each time failed to accomplish his purpose, yet his trips made many men believe that a water route to China by the North-West could be found. Frobisher was a great sailor, leader, and explorer and will always be remembered as the first Englishman who tried to find the North-West passage to China.

John Davis tries to find the passage

A few years later another daring Englishman, John Davis, also tried to find the North-West passage. In June 1585 he left Dartmouth, a port in Devonshire on the English Channel, with two little ships, the *Sunshine* and the *Moonshine*. He had a crew of seventeen sailors and, strange to say, he also took with him four musicians. It was their job to keep everybody in a gay mood. On reaching the icy shores of Greenland, Davis sailed southward along its coast until he had rounded its most southerly tip, which he jokingly called *Cape Farewell*. Then he continued up Greenland's western coast for several hundred miles. We are told that at one place along the



THE NORTH-WEST PASSAGE

shore many Eskimos were seen. At first they were afraid of the English ships, but when they heard the pleasant sounds of music coming from them, they came swarming out in their tiny one-man *kayaks*. Some of them went aboard the ships. The Englishmen traded knives, nails, bracelets, mirrors, trinkets, and toys for furs and skins. They even persuaded some of the natives to trade the coats off their backs.

Finding the sea free from ice, Davis now steered a "course for China," and in doing so sailed across the wide strait that now bears his name. At 66 degrees north he fell in with the land now called Baffin Island. He proceeded to explore this shore. In his log, a book kept by all ships telling of each day's happenings, Davis tells us that the weather was very hot and that the sun could still be seen in the sky even at midnight. The sailors were happy when they found some little yellow flowers growing, for they reminded them very much of the delicate primroses that grew along the country lanes of England. They also saw several white polar bears and in the sea a "great store of whales."

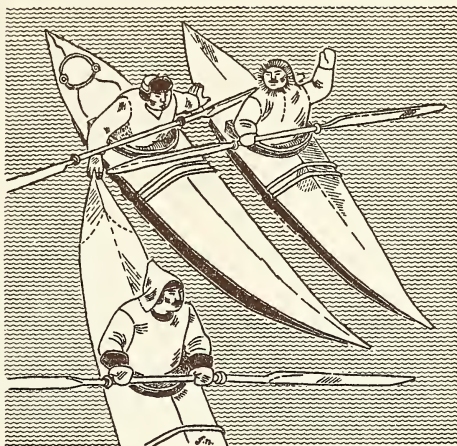
Davis came across a wide opening which he named Cumberland Strait. Thinking that he had found the passage to China he now eagerly pushed westward. But after going about a hundred miles, dense fog and strong winds drove him back. As food and drink were running short and as the crew were beginning to grumble, the leader thought it best to sail for home.

It was not long, however, before Davis was off again on his second voyage. This time he sailed several hundred miles up Davis Strait. Icebergs that glistened in the sun and towered like mountains above his little ships came floating by. Natives told him of a great sea that stretched to the north-west. On he went until he reached what is now called Baffin Bay. In his log he tells us that on July 1 he came across a "mighty bank of ice" and that he sailed alongside it for five whole days. On July 6 he saw an opening and clear water on the other side. Fearless sailor that he was, he sailed his ship through the gap. But he had gone only about another seven miles when another towering barrier of ice completely blocked his way. Now the little ship was in real trouble. Davis began to fear that he and the crew would never get back before the ice might close in on them. However, he tells us that by God's favour and calm weather two days later at midnight, they freed themselves of the ice and again reached the open sea.

Several times Davis tried to break through the great banks of ice that seemed to stretch across the strait, and each time he failed to get through.

A gale came up, and a mighty current carried an island of ice as fast as his vessel could sail.

On August 13, while Davis was seeking his other ships that had gone fishing, his own ship struck a rock and started to leak very badly. Then, to make matters worse, a storm came up. By working very hard, however, the crew were able to repair the vessel and shape their course for England. On September 15 they arrived in Dartmouth, having been away four months.



On his third voyage Davis again sailed into the strait that bears his name. He crossed the Arctic Circle and went on into Baffin Bay, farther north than any man had ever sailed before. As the sea was fairly free from ice, he thought that this time he had surely found the passage; but a fierce gale started to blow and he was forced to turn around. Before going home, however, he explored the whole coast of Labrador.

Although Davis did not discover a passage to Cathay, yet he found out many things about the Arctic. He explored many hundreds of miles of the coasts of Greenland, Baffin Island and Labrador. On one of his voyages he brought back a large quantity of cod fish and several hundred valuable seal skins. Strange to say, because he had sailed in Baffin Bay in warm weather, with very little ice showing, and during long Arctic days, when the sun scarcely set, he believed the climate at the North Pole to be very warm and pleasant. He even thought people who might live there would be very lucky indeed. Of course, Davis did not know that it is bitterly cold at the North Pole and that people could not possibly live there for any length of time because there is no exposed land at all.

Questions to Answer

1. Give three reasons why England hoped to find a North-West Passage to China.
2. Who was ruler of England in the time of Frobisher and Davis?

3. Give three reasons why Frobisher and Davis failed to find the Passage.
4. What is the name of the strait that separates Greenland from Baffin Island?
5. What is the name of an imaginary circle that crosses Greenland and Baffin Land?
6. What is an iceberg? How is it formed? How much of it is below the water?
7. Why did the Eskimos not use canoes?
8. As you travel towards the North Pole in summer time what would you notice about the sun and the length of day and night?
9. Which is the larger island, Greenland or Baffin Island?
10. What did Davis take back to England? What did Frobisher take back?

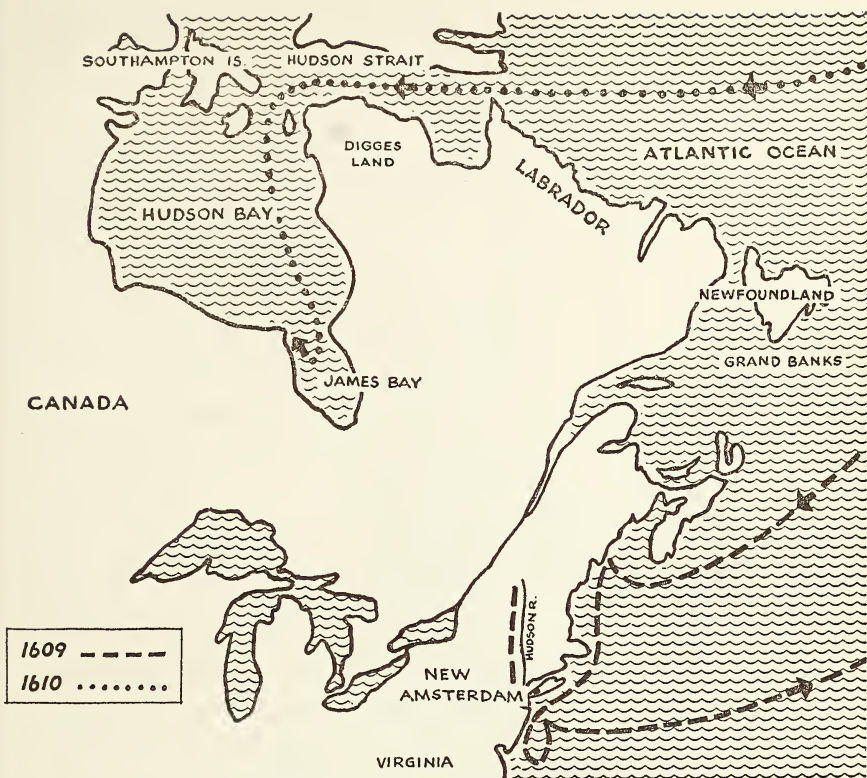
Things to do

1. On a map trace the routes taken by Frobisher and Davis.
2. Draw pictures of Eskimos with their kayaks.
3. Be one of a group to find out all you can about the Eskimos and the way they live. One or more of you can then tell the class about them.
4. Make a list of some of the things you would take with you if you were going to spend a year on Baffin Island.

33. HUDSON AND BAFFIN TRY TO FIND THE PASSAGE

Henry Hudson sails northwards

In 1607, Henry Hudson broke the world record by sailing north of Norway past the eightieth parallel. He hoped to find a route by way of northern Europe and Asia. He cruised around the five islands of Spitsbergen, but snow and ice, fog and cold finally forced him to turn around and go back to England. Next spring he tried again, but again great masses of ice blocked his way. Then in 1609 Hudson sailed across the Atlantic. He entered what is now New York Harbour and sailed up the river which is now named after him. At first he thought that this river might prove to be a strait leading to the Pacific Ocean; but the farther he went the shallower it became. He then knew that he was on a river and that once again he had failed to find the passage to the East.



TRAVELS OF HENRY HUDSON

Hudson loses his life

Three times Hudson had tried and three times he had failed; but he did not give up. In the spring of 1610, he set forth in a little ship of 55 tons, the *Discovery*. He sailed south of Greenland and across the Davis Strait. He had with him Jack, his only son, a boy of twelve years of age. Boldly they sailed through the strait which now bears his name. It was then the middle of June. "Where are we going?" asked the crew, by this time becoming discontented. "No one knows, not even the Captain," others replied. "Why not force him to take us back to England?"

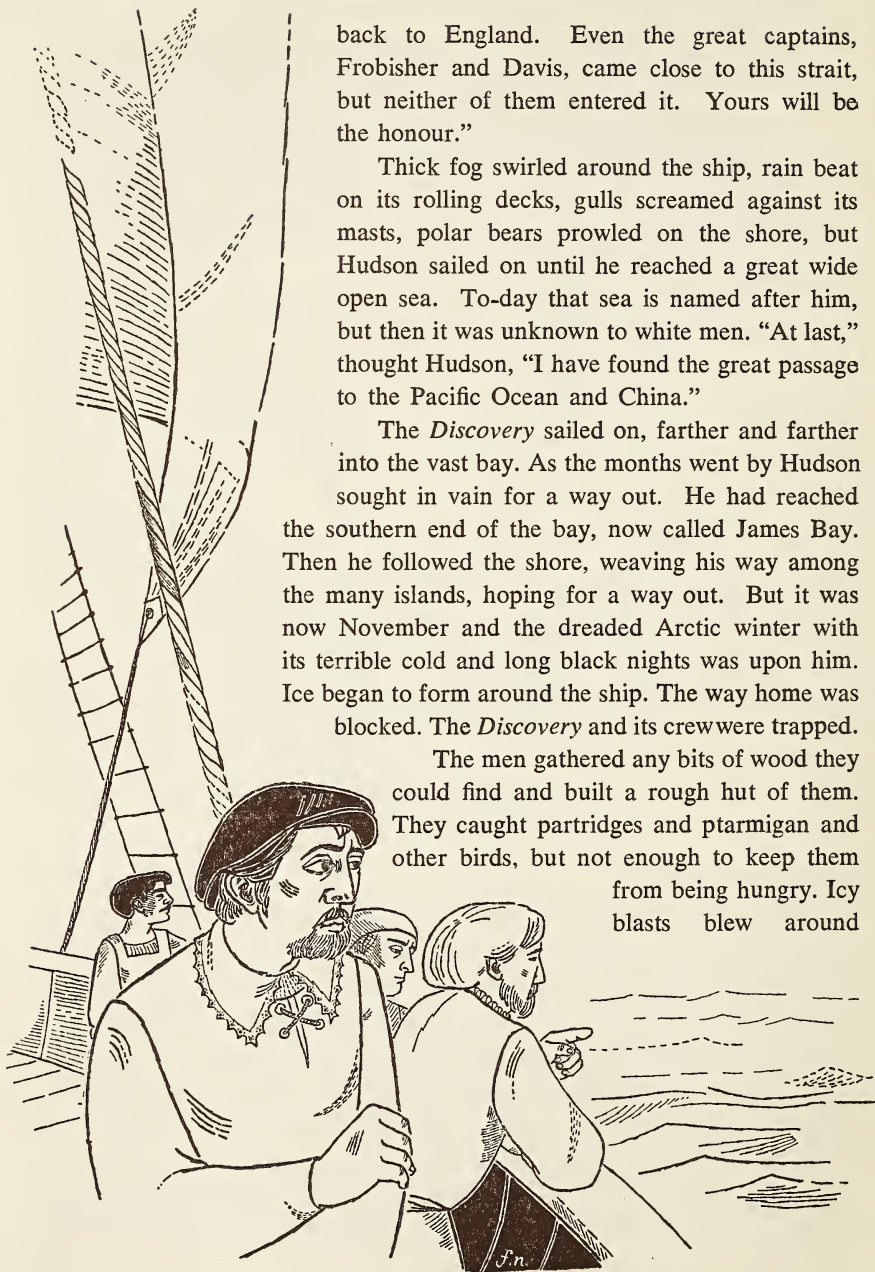
But Captain Hudson tried to encourage his men. "Think of the glory", he said. "Think of what you will be able to tell your friends when you get

back to England. Even the great captains, Frobisher and Davis, came close to this strait, but neither of them entered it. Yours will be the honour."

Thick fog swirled around the ship, rain beat on its rolling decks, gulls screamed against its masts, polar bears prowled on the shore, but Hudson sailed on until he reached a great wide open sea. To-day that sea is named after him, but then it was unknown to white men. "At last," thought Hudson, "I have found the great passage to the Pacific Ocean and China."

The *Discovery* sailed on, farther and farther into the vast bay. As the months went by Hudson sought in vain for a way out. He had reached the southern end of the bay, now called James Bay. Then he followed the shore, weaving his way among the many islands, hoping for a way out. But it was now November and the dreaded Arctic winter with its terrible cold and long black nights was upon him. Ice began to form around the ship. The way home was blocked. The *Discovery* and its crew were trapped.

The men gathered any bits of wood they could find and built a rough hut of them. They caught partridges and ptarmigan and other birds, but not enough to keep them from being hungry. Icy blasts blew around



them and packs of hungry grey wolves roamed the shore. Food became scarcer. The men's toes and fingers and noses were frost-bitten. Gums became swollen, teeth dropped out, and the terrible scurvy developed.

"Will spring never come? Shall we ever see England again?" the famished men moaned. Some of them pointed out that Hudson and his son Jack looked plump and well-fed. "They must be keeping the food for themselves," they whispered.

At last spring did come. The ice began to melt and the *Discovery* moved once again. How glad were the hearts of the men at this sight! "Soon we shall be home again," they thought. "Soon once again we shall see our wives, our children and our friends. We shall be in England and enjoy its good food, its flowers, its lovely country lanes, its red cherries, purple plums, rosy apples, and yellow pears."

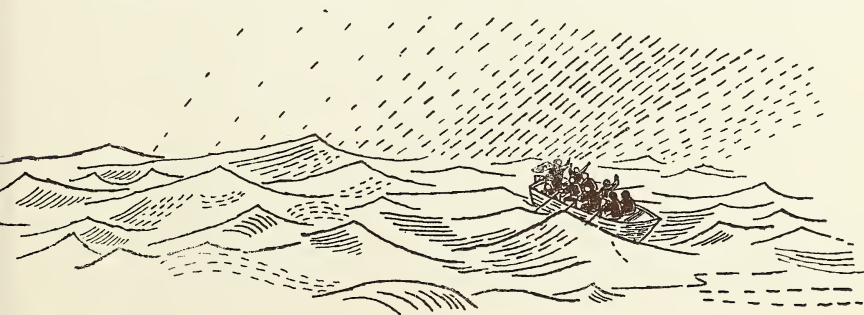
But Hudson had other ideas. "Now we shall find the way westward to the Pacific," he said; and he gave orders to get ready.

This was too much for the crew. "The Captain has gone mad," they growled. Then one morning as Hudson stepped out of his cabin, three sailors suddenly grabbed him and quickly tied him up. "What are you going to do with me?" he asked, quite calmly.

"You'll find out soon enough," they sneered.

One of the ship's row-boats was lowered and into it was put Hudson, his son, and seven others (including the sick men)—all those who had remained loyal to the Captain. A little food, a gun, some powder and shot, and an iron pot were dropped into the boat. Then the crew set the little boat adrift. "Now you and your son can go and find the North-West passage alone," they jeered.

It was one of the most cruel deeds that men have ever done. No one knows to this day what happened to Hudson and his little boy. The crew



now chose a man by the name of Robert Bylot to be master. During the voyage home, Henry Greene, the leader of the mutineers, and several other sailors were killed while fighting with some Eskimos. Still others died of lack of food, and only a very few feeble, hungry men out of the whole crew ever reached England. Fortunately Hudson's maps and log-book were still on the *Discovery*. These became of great value to future explorers. You will be glad to learn that the wicked men who had been so cruel to Hudson and his little boy were thrown into prison and tried.

On the map of North America we remember Hudson, the great sailor and explorer, by the river up which he sailed, by the strait through which he passed, and the great bay where he lost his life.

Baffin tries to find the passage

The news of Hudson's loss caused sadness in England, but it did not stop Englishmen from trying to find the Passage. Two years later, the Company of Merchants of London sent Captain Robert Bylot on a voyage of discovery. He sailed for Hudson Strait with a crew of fourteen men and two boys in a ship also called the *Discovery*. His name, however, is not as well remembered as that of William Baffin, who was his first mate and the keeper of the log-book..

Captain Bylot and his first mate, Baffin, who acted as the pilot of the ship, hoped they would find the passage by sailing westward and keeping to the northern side of Hudson Strait. They followed the shores of the large island of Baffin Land, or Island. In the log Baffin tells us how icy and rocky and dreary the land looked. In one place where the vessel anchored a few very shy Eskimos were found, living as usual in their roughly-made tents of seal skins stretched on poles. The Englishmen made friends with them and gave them presents. They wondered greatly at the huge, keen-looking greyish-black huskies that the Eskimos used to pull their sleds. Baffin writes: "These dogs they used instead of horses, or rather as the Lapps do their deer, to draw their sledges from place to place over the ice, their sledges being shod or lined with bones of great fishes to keep them from wearing out, and the dogs have furniture and collars very fitting."

Again the ship sailed bravely westward, but it was not long before great masses of ice blocked its way. The Captain gave up and decided to turn around and sail for England. But Baffin was still sure he could find another route to the West and so the next year we find him back again in the Arctic. This time his masters, the Company of Merchants, ordered him to sail to

Cape Desolation in Greenland and then travel northward along Davis Strait and on into the great sea of Baffin Bay, much farther than even the explorer Davis had gone. He was even told to reach, if possible, the northern shore of Japan and to bring back one of the Japanese natives.

The *Discovery* left England on March 26, 1616, and reached the west coast of Greenland about the middle of May. Fighting her way against terrible winds, she sailed northwards, cruising along the western coast of Greenland. Baffin passed the farthest point reached by Davis. Forcing his way through the ice, he kept bravely on. In one inlet the crew saw a large number of whales, sending up spouts of water and sporting in the sea. Baffin, who was ever ready with a name, at once called the inlet Whale Sound. At one place along the shore a few Eskimos appeared.

Baffin next decided to sail southward down the western side of Baffin Bay. He tried to steer his little ship through every strait he came to. But, alas! Each time it turned out to be the same old story—ice, ice, ice, great walls of it, blocking his way everywhere. The best he could do was to name the sounds, as he called them, after his friends such as Smith, Jones and Lancaster. Today their names are still on the map. We know now that there is a waterway through Lancaster Sound, and had Baffin got through, he might have found the waterway westward to the Bering Strait and so on to Japan and China.

The farther northward Baffin went the colder it became. In fact, although it was Midsummer Day, it was still so cold that the ropes and sails of the vessel had frozen stiff. This made it very difficult and troublesome for the men to handle them. You will remember that Captain Davis had thought that, because of the very long Arctic summer days, it would get warmer the closer you went towards the North Pole. But Baffin soon found out that such was not the case. And now much worse than the ice and cold and fog was that dreaded disease scurvy. For months his men had fed on very little except salt pork. Many of them became ill from the lack of fresh food, and therefore too weak to help on the ship. Baffin became alarmed. Then he remembered a special plant which in the short Arctic summer grew in some parts of Greenland. Because it helped to cure scurvy, the sailors called it *scurvy grass*. So orders were given to sail for the coast of Greenland. Here the ship anchored and the men went ashore. They found the plant and gathered an armful of it. They made a salad of it and ate it. Most of the crew became well again, and in a short time the ship returned to England.

Like Frobisher, Davis and Hudson, Baffin had failed to find a western passage to the Pacific. However, he had discovered a great northern sea, now known as Baffin Bay. He had learned a great deal more about the Arctic and about the Eskimos on Baffin Island. He had reached Devon Island with Lancaster Sound on its southern shore and Jones Sound on its northern shore. These sounds or straits he had found blocked with ice, and so he went back to England and told the people there that there was no north-west waterway to the Pacific. He was wrong, but it was over two hundred years before English sailors again tried to find the Passage.

Taking a look at Baffin Island

The white man has learned a great deal more about Baffin Land since the days of William Baffin. We know now that this island is twice as large as the whole of the British Isles. But while the British Isles have millions of people on them, no one lives on Baffin Land except a few Eskimos, missionaries, and Mounties; and there are only about two thousand people altogether. There are, however, many animals. Herds of caribou wander from place to place looking for pasture, and the white polar bear lives near the shores, where he can catch seals and fish. Every year hunters trap several thousand Arctic foxes, the skins of which are sold to make fluffy white furs and wraps for ladies. A few blue^{*} foxes are also caught, but these are not as plentiful. Water-fowl, including the eider duck, valued for its soft warm under-feathers, the snow-goose, and the blue goose spend their summers on the island, building their nests and raising their young.

Because of the long cold Arctic winter no trees can grow in Baffin Land. But by June, when summer comes, the sun shines day and night and the frozen earth suddenly springs to life and is soon covered with sheets of bright colours from millions of flowers. There are yellow Arctic poppies, blue forget-me-nots, deep blue lupines, and red and white saxifrages. But they do not last very long, for in August snow flakes begin to fall, and the long, long, winter begins once more.

Little mineral wealth has been found on this vast island. We have seen that the black rock Frobisher took back to England proved to be worthless. Coal has been found in a few places and is mined by the Hudson's Bay Company for use by its trading-posts.

Perhaps at some future date, when the Island has been more carefully explored, metals such as iron, copper, nickel, gold, silver and even uranium may be found. If this happens, then this barren island will suddenly become

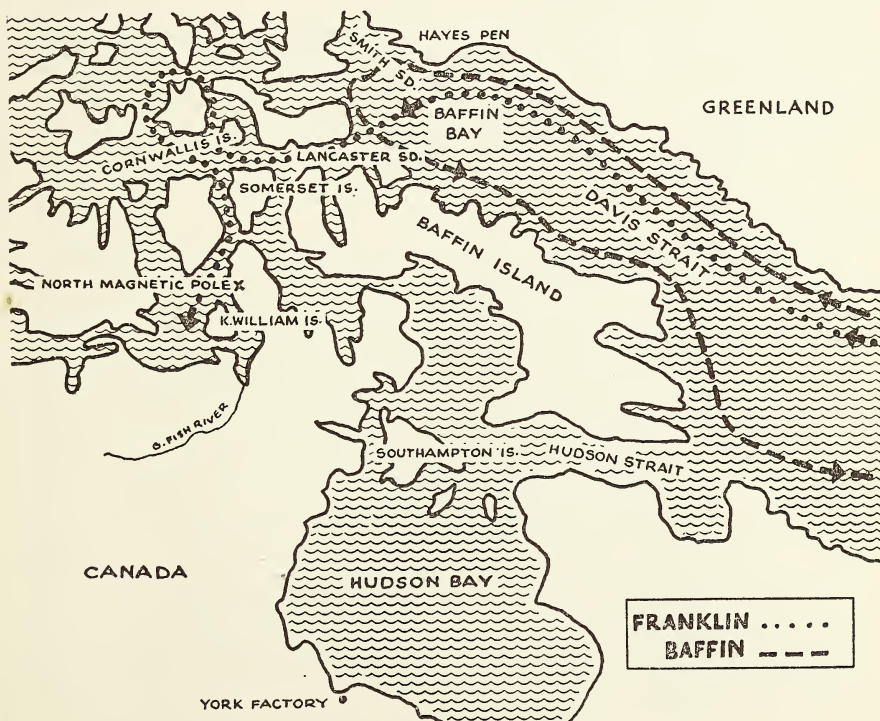
very valuable. Perhaps, too, in the years to come fleets of aeroplanes will fly over the North Pole. In this case Baffin Land could become useful as a landing and service base for aircraft.

34. FRANKLIN IN THE ARCTIC

Almost two hundred years after the voyages of Baffin a new and feverish interest arose in the Northwest Passage. Daring exploits always call forth great leaders, and among the many whose names have been engraved on the map of the Arctic there is none so well known nor so hidden in mystery as that of Sir John Franklin.

The lure of the Arctic

Franklin got his first taste of the Arctic in 1818 when he sailed under Captain David Buchan to northern waters beyond Spitzbergen. At this time



Lieutenant John Franklin was only thirty-two years of age. The next year he appeared for the first time in North America where he came to be quite well known in the camps of fur traders and trappers and at the posts of the Hudson's Bay Company. It is interesting to note that 1819 was also the year that the first steamship crossed the Atlantic.

His long journey

If someone were to set out to-day on a voyage into the Far North that was to take three years, and did not have any two-way radio, or aeroplane, few scientific instruments and no canned foods, we would think that person was taking the chance of never returning. Yet this is what John Franklin did. During the three years following his arrival in North America in 1819, he and his party travelled a distance of 5500 miles on foot and by canoe, fighting their way through Arctic blizzards and across icy wastes. Often Franklin and his men came very close to starvation, to a freezing death, and even to madness. The journey took them from the Hudson Bay base at York Factory north to the mouth of the Coppermine River, then east along the northern coast of North America as far as Point Turnagain, and from there south to their starting point. Franklin and most of his men lived to return to England, where the stories of their work and adventures stirred the whole nation and won them many honours.

Off again for the Arctic

One would think that Franklin would have been pleased to remain in England to enjoy the comforts of home, but 1825 saw him off again to the Hudson's Bay gateway to North America. This time he crossed overland to the west as far as the Mackenzie River, which he navigated to its mouth on the shores of the Arctic Sea. He mapped its course very carefully as well as the regions around its mouth. In fact, his maps of the north polar regions were complete enough to prove that there really was a Northwest Passage, although he was not to be the one to find it. Altogether he mapped well over a thousand miles of new shoreline along the north of our continent. On returning to England he received new honours, including a knighthood from the king; but his joy was dimmed by the fact that Lady Franklin had died during his absence. Sir John was now one of the most famous men in England and it seemed for a time that he would settle down to the life of an English gentleman. He married a second wife and gave every sign of remaining at home.



Franklin and his men reach their base after a long trek through bitter cold.

Franklin's last expedition

About 1844 word began to get around England that the British Admiralty was planning to fit out an expedition to make one more attempt to navigate the Northwest Passage and that the best possible leader would be selected to command the venture. Sir John Franklin at once applied for the position and even begged the statesmen in charge to let him go. It was true that there was no man in England better informed on the Arctic or more filled with zeal and courage for the job to be done; but Franklin was now fifty-nine years of age. For a time no decision was made, but one day Sir John was called to the office of the Admiralty and told that he might command the expedition. The explorer was overjoyed. He was heard to remark to a friend, "This is the happiest day of my life."

Early on the morning of May 19, 1845, two ships, the *Erebus* and the *Terror*, slipped quietly out of the harbour of Greenhithe. On the bridge of the leading vessel stood Sir John Franklin, smiling broadly and waving farewells to friends on shore, among them the beautiful Lady Franklin.

Little did Sir John or any of his 138 officers and men realize that they were gazing upon the shores of England for the last time; nor had they any idea that it would be fourteen years before news of their fate would be carried back to those English friends.

When, after two years of anxious waiting, no news had been received in England of the Franklin expedition, Lady Franklin went to the office of the Admiralty and asked that a search party be sent out to look for the lost explorers. The search began in 1848 and was continued by one party after another through most of the next eleven years. There are few greater stories of determination, courage and sacrifice than the tales of those heroes, who combed the frozen wastes of the Arctic to solve the mystery of the fate of Franklin and his men. We read with admiration of the efforts of Sir John Richardson, Sir James Clark Ross, the Americans, Henry Grinnell and Dr. Elisha Kane, and Captain Francis McClintock, all of whom risked, and no doubt shortened, their own lives to bring to light a sad story of suffering, failure and death. Much money was spent by the British government, by English and American merchants, and by Lady Franklin to pay the cost of the search and as rewards for helpful information.

What happened to Franklin?

From traces that were found by searching parties it is evident that the Franklin expedition reached the very gateway to the Northwest Passage, for it was on Cape Riley and Beechy Island along Lancaster Sound that one party found a place where tents had been pitched, and picked up some bits of clothing, a piece of canvas and some shavings. Not far from the cape were found three graves with slabs set up for headstones. No more news came out of the silent Arctic until 1854 when Dr. John Rae of the Hudson's Bay Company went exploring around the Boothian Isthmus. While there he learned from some Eskimos that a party of white men had lived for a time on King William Island after their ship had been crushed by ice. Dr. Rae also saw some articles which the Eskimos had in their possession which no doubt had once belonged to the Franklin expedition. The natives said that they could lead Dr. Rae to a place where he would find many bodies and graves. Led by the Eskimos the doctor and his party reached the place. It was a scene of horror. Some skeletons lay in tents, some in or under boats, and some were scattered about as if the men had fallen down to die as they walked along. Rope and tools bearing the name of the *Terror* left no doubt as to the identity of the skeletons.

When Dr. Rae's grim report reached England, Lady Franklin took the last of her fortune to outfit an expedition under Captain McClintock to find out more about the fate of the Franklin party, and to bring back to England whatever could be found. Setting out in 1857 they crossed the north Atlantic and entered Melville Bay, where they were delayed many months by ice. Finally they managed to enter Prince Regent Inlet; on the shores they spent a very miserable winter. After a long journey overland, McClintock arrived at an Eskimo village where he obtained several pieces of silverware, some buttons and various other relics of the Franklin expedition. Farther on towards the northwest coast of King William Land, two cairns (piles of stone) were discovered, one of which contained a note written on May 28, 1847 which reported that all was well and that Sir John Franklin was still in command, two years after leaving England. An entry on the same piece of paper dated almost a year later told that the ships had been abandoned but that 105 officers and men were still alive. At the bottom appeared this short sentence, "Sir John Franklin died on the 11th of June, 1847."

What a sad ending to the life of a great man! It might seem to us that he and his 138 brave men gave their lives for no purpose; but their disappearance led almost forty other parties into the north of our continent, thus adding much to our knowledge of that vast and desolate region. Franklin's bones will lie forever hidden in the Arctic, but his name lives on.

Questions to Answer

1. What three geographical places are named after Henry Hudson? Where is each of these?
2. Name five Arctic explorers. Mention a different fact about each one.
3. How have airplanes been used in recent explorations of the Arctic?
4. How would you prepare for a year's sojourn on Baffin Land?

Things to do

1. On a map mark in Greenland, Baffin Island, Hudson Strait, Davis Strait, Baffin Bay, Bylot Island, Lancaster Sound, Devon Island, Melville Bay, King William Island, and Jones Sound. Trace the routes followed by Hudson and Baffin.
2. Make two narrow columns and one wide one in your note book and print these headings in them: Name—Dates—Principal Discoveries. Then enter briefly the important facts about Davis, Hudson, Baffin and Franklin.

3. Find out all you can about the polar bear, the caribou, the Arctic fox, and the husky, and tell the class about them.
4. Be one of a group to make murals of:
 - (a) *The Discovery* frozen in the ice of Hudson Bay.
 - (b) Hudson being seized by the mutineers.
 - (c) Hudson and the others being put adrift in a boat in Hudson Bay.
 - (d) The Eskimos on Baffin Island.
 - (e) The whales seen by Baffin's men.
 - (f) The last hours of Franklin as you imagine them to have been.
5. Read Chapter 38 in "A Book of Discovery" by M.B. Synge (Nelson).
6. Read about William Baffin on page 311 in "Boys' Book of Exploration" by J. Harris Gable.
7. Read the story of Franklin in Chapters IX and X of "The World's Great Adventure" by Francis T. Miller (John C. Winston Co.)

UNIT VIII

THE ENDS OF THE EARTH

35. PEARY REACHES THE NORTH POLE

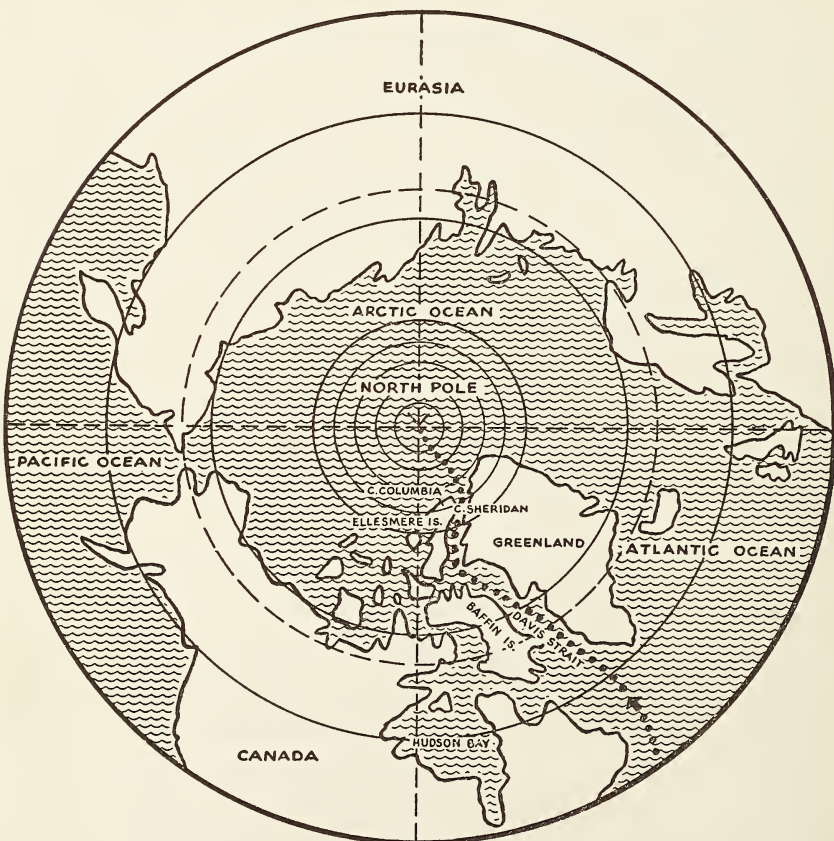
The race for the North Pole

The attempts of men from different countries to be the first to reach the north pole is like the story of some sport in which one man after another beats the past record set by some other athlete. Since the world is a ball, the north pole is at 90 degrees north latitude, that is, 90 degrees north of the equator. A look at the north polar region on the globe will show us that when any explorer reached the 80th parallel or beyond, he was getting fairly close to the north pole. The first record of anyone going beyond 80 degrees north latitude was Henry Hudson who reached 80:30 (80 degrees, 30 minutes), in 1607. The table below will show the names, the countries for which they sailed, the farthest points reached, and the years of the expeditions of several other great explorers during the three centuries after Hudson.

NAME	COUNTRY	POINT REACHED	YEAR
Lieut. Edward Parry	England	82:45	1827
Dr. Elisha Kane	United States	82:27	1853
Nares - Markham	England	83:20	1876
Lockwood - Greely	United States	83:30	1883
Fridjhof Nansen	Norway	86:05	1894
Salomon Andrée (by balloon)	Sweden	83:25	1897
Duc d'Abruzzi	Italy	86:34	1900

Peary enters the race

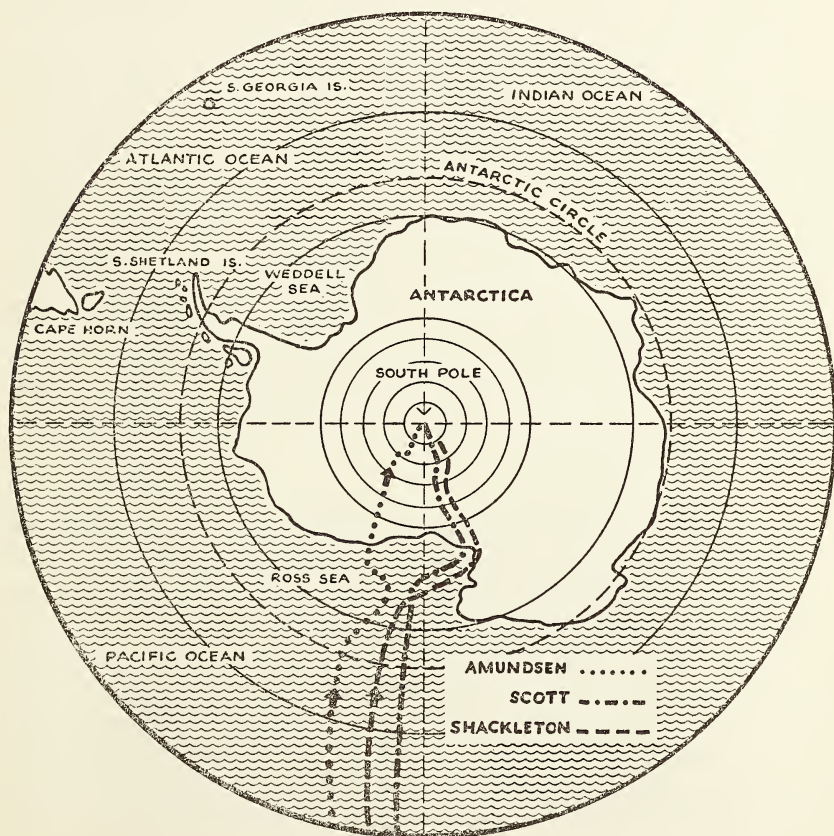
One summer day in 1885 a young engineer with the United States Navy in Washington happened to stop at a shop where he bought a used copy of a book by Dr. Elisha Kane, telling of his trips and experiences in the Arctic regions. Perhaps as he read far into the night, Lieutenant Robert E. Peary may even have dreamed that he would be the first man to reach the north pole. But his interest in the idea grew and the very next year he made a trip with a small crew to look over the polar region. He went as far as the great ice fields but soon returned to the United States with but one thought in mind—to raise money for a larger expedition.



THE TRAVELS OF PEARY

His second and third trips into the Arctic

It was 1891 when for the second time Peary set out for Greenland. Aboard his ship, the *Kite*, besides the crew, was his faithful negro servant, Matthew Henson, and Mrs. Peary. The *Kite* put in at McCormick's Bay and here the party spent the winter. Leaving the ship in the spring, Peary and a small party travelled about 1200 miles by dog sled around the most northern end of Greenland, discovering and naming several new land and water bodies on the way. On this trip Peary learned the importance of two things, in order to survive long trips in polar regions. The first was to set up a line of depots of food and supplies in advance of a long trip (such depots are called *caches*); and the second, the help and friendship of the Eskimos. He



returned to the United States in the autumn to make arrangements for his next voyage and to get leave of absence from his post in the navy.

In June of 1893 the Pearys, Henson and crew were off again for Greenland. At Lifeboat Cove on Bowdoin Bay the party established a base, and here was born the first white child to come into the far northern world, little Marie Peary. (Her daddy fondly called her his little "Snow Baby"). Shortly after this happy event Robert Peary said good-bye to his wife and daughter and started out on another of his long overland journeys; but very cold weather, severe blizzards and rough ice forced him to turn back to camp. He realized that he would have to have more equipment and supplies so he sent the ship and crew, as well as Mrs. Peary and the baby, back to the United States for help and stores. He himself with his faithful servant and one other friend remained behind to face another year in the Arctic.

When the long Arctic day began in 1894 Peary and his two friends, along with a few natives and several dog teams, started out on another trip of exploration, hoping to find caches of food and supplies that had been carefully placed in advance. But there had been so much snow and such fierce storms during the winter that no traces of the depots could be found. The food which they were carrying ran out and the Eskimos deserted the party, but the brave men pushed on over the great ice cap of Greenland. They were saved from death by starvation by catching an occasional animal and by eating their own dogs. They reached their goal and returned with only one dog remaining alive. To their great joy a ship came into view—it was the old *Kite* which Mrs. Peary had sent, with supplies, to rescue them. The ship took the explorer home but his determination to reach the north pole was still very much alive.

Four more years in the Arctic

Peary was by this time recognized as one of the greatest living explorers so he had little trouble in getting money for his next trips into the Arctic. A wealthy friend by the name of Harmsworth lent him his yacht for another journey of exploration. This time Peary stayed in the far north for four years, from 1898 to 1902, during which time he made many assaults upon the great ice barrier. Again he suffered from shortage of food and extreme cold. On one occasion his feet were so badly frozen that he suffered great pain for months and had to have several of his toes cut off. He came to be known among the Eskimos as a man who drove both his men and his dogs to the limit of their strength. During the whole four years the farthest

point which he reached at any time was 84 degrees, 17 minutes, which was short of the record set by Italy in 1900. At last in 1902 a discouraged Peary returned to the United States feeling that, in spite of having done his best, he had failed. He remarked to the captain of his ship, "I cannot accomplish the impossible."

More plans that failed

No sooner had Peary arrived home than he began to check his past experiences to find out why he had not succeeded in reaching the north pole. He came to the conclusion that a new ship must be built which would be able to crash through the Arctic ice floes beyond any point previously reached. It was also necessary to set up a base from which to set out that would be nearer the pole. Even though both of these needs could be provided, Peary realized that he would have to be favoured with a long stretch of good weather, which was very rare in the Arctic.

Money was hard to raise for the next journey but at last several large donations were received and the work of building the ship was begun. At this time the president of the United States, Theodore Roosevelt, openly expressed the opinion that Peary would succeed in bringing honour to America by being the first man to reach the pole. When the ice breaker was finally completed it was christened the *Roosevelt*. The new ship, with Peary's friend Robert Bartlett as captain, sailed proudly from New York in July 1905.

It seemed that bad luck was to follow the expedition almost from the outset. They did succeed in crashing through to 82:30 N.L. which was farther north than any point ever before reached by ship, and put in to winter at Cape Sheridan on Grant Land. By the following February all was in readiness for the dash for the pole, including a line of caches stretching well north of his base. Peary was sure that he was about to realize the ambition that he had been trying to fulfil for the past twenty years. A carefully chosen party finally set out for the pole. But the one thing that they could not control was against them—the weather. The wind blew in all its fury, piling up mountains of ice or opening channels of water that could not be crossed. They pushed on as best they could until they reached 87:06, once more making a record for the United States, after it had been held by Italy for four years. But food was already scarce and men and dogs were exhausted, so with a heavy heart Peary was forced to turn back to the base.

The *Roosevelt* too had taken a bad beating. Two of her boilers had blown up, her propeller had been damaged by ice; fire had once broken out

on her deck; five times she lost her rudder; water leaked into her hold and illness laid low many of her crew. It was a sad and hopeless day when she limped into New York harbour, hopeless for all but one on board. That one was Robert Peary, who was already planning "just one more" attack on the north pole—his eighth.

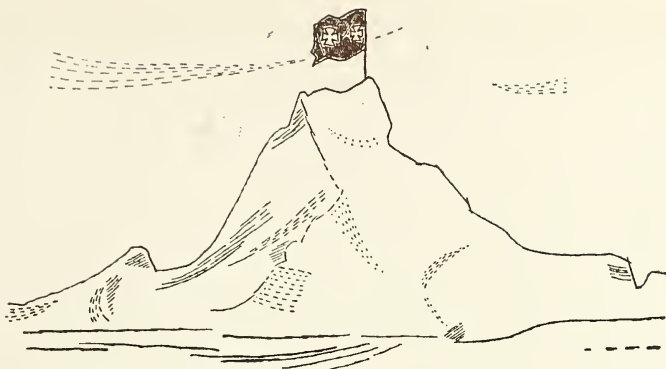
Success at last

After a hard struggle the money for the expedition was finally raised. The *Roosevelt* was repaired and refitted and once more she steamed out of the harbour for the battle with the Arctic. There were twenty-two persons on board including Mat Henson, Captain Bartlett and Robert Peary, now fifty-three years of age. Their first stop was far up the west coast of Greenland where they took on 49 Eskimos along with almost 250 dogs. In September of that fall, 1908, they anchored at Cape Sheridan for the winter.

In February 1909 the final dash for the pole began. In line with his plan of setting up advance posts, Peary sent six parties on ahead, each leaving a few days after the last. Peary himself set out with the last party. On the last day of February he passed his own record made three years before, and soon after overtook the last of his advance parties. One by one the parties were sent back to the base until only Peary, his servant Henson and four Eskimos remained for the final dash to the pole, now less than 150 miles away. He planned to cover the remaining distance over the ice in five marches, with periods of rest in between. By April 5 only one more march remained to be made. The weather had been quite favourable and Peary prayed for just three more good days. It seemed that his prayer was answered for on the morning of April 6, 1909, they reached their goal—90 degrees north Latitude. The victory had been won for Peary and for the United States. An American flag, a silk one which had been given to Peary by his wife, was planted at the pole along with a Navy flag and a Red Cross banner. The explorer also left a written record in a bottle, stating the date and his claim on the region for his country.

Fortunately the return trip to his base was not too difficult and fifty-three days after setting out, the party was safely back at Cape Columbia. They had done what Peary himself once called "the impossible".

On his return to the United States Peary was given one of the greatest welcomes of all time. Honours were heaped upon him by his government, universities and many other organizations. He had become the man of the hour, and well he deserved all the praise and glory that were his.



Peary's Flag at the Pole

36. THE RACE FOR THE SOUTH POLE

The south pole waits to be discovered

The south pole did not attract explorers until almost three hundred years after men had begun the search for the Northwest Passage. It is true that Magellan thought that a great polar sea and perhaps a great continent lay far south of the Tierra del Fuego, which he had sighted while passing through the strait that bears his name. Captain James Cook was the first to cross the Antarctic circle in 1773, and the next year he reached south latitude 71 degrees, 10 minutes. He reported that, if a great southern continent did exist, it was inside the polar circle and must be so surrounded with ice that it could never be explored. Whaling ships visited the southern seas in search of whale oil and seal skins but it remained for an American naval lieutenant, Charles Wilkes, to be the first to sight the great polar continent in 1839 and to give it the name of Antarctica. With the visit to the same region by Sir James Ross two year later, England and afterwards other countries entered the race for the south pole.

Sir Ernest Shackleton tries his luck

It was not until 1901 that a group of Englishmen planned and carried out the first serious attempt to reach the south pole. Captain Robert Scott was in charge of the expedition but his junior officer was a man named Ernest Shackleton, who had already travelled to many parts of the world. They sailed in the *Discovery*, taking a course south from New Zealand. In time they came to the great wall of ice which completely surrounds the great

Antarctic continent. When a little bay was finally sighted they landed and set up a camp on the ice, where they spent a winter. Near their camp were two great snow-covered mountains, one of which was a volcano from which smoke and ashes poured at times.

With the coming of spring in August, three men—Scott, Shackleton and Dr. Wilson—left by dog sled in an attempt to reach the pole. Great cracks or crevasses in the ice barred their way and forced long detours. Many of their dogs fell ill and died. The men were forced to eat most of the remaining dogs in order to keep from starving to death. They spent Christmas Day, 1902, beside a great and beautiful mountain peak that had never before been seen by the eyes of man, still 500 miles from the pole. They were forced to return to the *Discovery*, where a relief ship from England also waited. Shackleton, ill and discouraged, returned home.

Shackleton's second and third trips

It was six years before Shackleton again set eyes upon the south polar continent. When he returned he took with him several Manchurian ponies as well as dogs. He thought that the ponies would pull heavier loads than the dogs and could serve as food in case of emergency. Also on board the *Nimrod* was the first "snowmobile" to be tested under polar conditions. The party made camp at McMurdo Sound in February, 1908, and set up quite comfortable winter quarters. Little could be done for some time, although a small party did climb to the edge of the crater of the smoking volcano, Mt. Erebus.

In October Shackleton and three other men set out for the pole with four of the ponies and three months' provisions. Things went badly from the start. Blizzards raged and huge crevasses blocked their way. Three of the ponies died or fell into cracks and were lost. The last, their favourite, finally fell into a deep crevasse and had to be left behind. The men, now in failing strength, had to draw the heavy sleds themselves. The route took them up the slope of the great Beardmore Glacier and by New Year's Day, 1909, they were more than 10,000 feet above sea level. Two weeks later they were less than a hundred miles from the pole, at 88:23 S.L., to be exact, but both food and strength were almost gone and they were forced to turn back. After much difficulty they reached camp—to find the ship gone! Shackleton set fire to the hut and fortunately the ship was still near enough to catch their signal and return for them. It was after this brave attempt that Shackleton was knighted by the king.

In 1914 Sir Ernest Shackleton sailed for the Antarctic once more, this time aboard the *Endurance*. They sailed to South America, then south to the rocky island of South Georgia. From this point they continued to the great Ice Barrier. After picking and forcing its way through mile after mile of icebergs, the *Endurance* was trapped in the great cakes of ice and had to be deserted. How sad and helpless the men must have felt to see their ship finally crushed and swallowed up by the ice! Shackleton and his men then travelled over ice floes on foot and across open water between floes by a small boat until they reached the shores of Elephant Island, about 800 miles from the nearest place where they could get help. But Sir Ernest and six other men actually crossed that 800 miles over rough seas in a rowboat and reached South Georgia Island! They returned with another vessel to rescue the remaining members of the expedition. They were all alive on Elephant Island; they had never lost faith in their commander's promise to return for them.

His fourth and last voyage

You have heard it said that some things are "short and sweet", but in the case of Shackleton's last trip it was short and sad. His small ship, the *Quest*, took four months to reach the whaling station on South Georgia Island, which had played a part in the rescue of Shackleton's men on their previous voyage. The expedition went no farther. During the night following a warm reception given to him by the people on the island, Shackleton died of a heart attack. He was only forty-seven years of age, but the sufferings he had endured had done much to shorten his life. He lies buried on that lonely island.

The last voyage of Captain Robert Scott

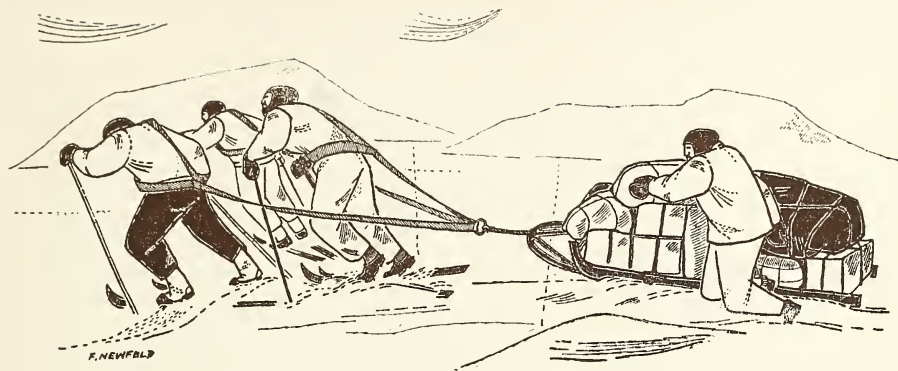
We remember that it was Scott who led the expedition of 1901-02 in which Shackleton had taken part. Ten years later Scott led another party of explorers into the south polar region. Their ship, the *Terra Nova*, headed south, across the equator, around the Cape of Good Hope and on to New Zealand. Storms beset their path almost all the way to the ice barrier in the Antarctic ocean, and great fields of ice often barred their way. They finally entered a little bay near Mt. Erebus and set up camp on the shore ice. Besides a hut for the men they made a shelter for supplies and another for the dogs and ponies that had been brought along.

Months were spent in setting up depots or caches of food and supplies along the route that the polar expedition was to follow. The winter of 1911 was spent in camp, but by November all was in readiness for the dash to the pole. Scott was very hopeful of being the first man to plant a flag there. He was not aware that a party of Norwegians had set out for the same goal from another point on Antarctica just thirteen days before. No thought of failure crossed his mind. Didn't he have the best men, the best dogs, the latest thing in motorized snow sleds, and caches of supplies at carefully placed stations?

One thing after another went wrong. The motor sleds were hard to start and broke down in the extreme cold; the ponies away from their shelters could not stand the cold or slipped into huge cracks. All died or had to be killed. By early December they had reached the foot of the great Beardmore Glacier and here three parties were formed to begin the long climb up its slope. The going was hard over the slippery but rough surface; storms from the south drove into their faces. By New Year's Day, 1912, they had reached the high level plateau about 150 miles from the pole, and Scott ordered the last advance party to turn back, leaving four men and himself to make the final dash. On January 17 they were within a few miles of the pole, when suddenly one of the men drew Scott's attention to a dark speck on the horizon. As they came nearer they were amazed and gravely disappointed to find that it was a cairn over which was flying the flag of Norway. Amundsen had beaten him by one month. Scott wrote these words in his diary, "It is a terrible blow—I am very sorry for my loyal companions." The diary went on to report, "We built a cairn, put up our slighted Union Jack, and photographed ourselves—mighty cold work, all of it."

The trek back to their base was just one disaster after another. One of the men, Evans by name, fell and was quite badly injured and later frostbitten. He died on the way. Another of the small party, Captain Oates, became very ill but struggled on without complaint. Realizing that he was holding back the rest of the party, he bravely walked away into the blizzard and was never seen again. The three remaining men dragged on for two more weeks and made their final camp on March 29, 1912. With food gone and a blizzard raging they waited for death—only eleven miles from a cache of food and fuel.

The end of the sad story was learned eight months later when a party discovered the three frozen bodies in a rough tent. Scott had continued to



Scott and three companions on the trek back to base

write in his notes as long as he was able. A stone cairn was built over the men surmounted by a cross made of their broken skis. Their story will always live as one of "hardihood, endurance and courage," words which Scott himself wrote of his companions when they lay dead beside him and death was plucking the pencil from his own fingers.

Roald Amundsen, Norwegian explorer

As a boy, Amundsen had been inspired by stories of the courage and accomplishments of Sir John Franklin and Dr. Nansen and others. In order to fit himself to follow their paths into the Arctic, he studied hard both at school and in spare time to learn all he could about the polar regions and navigation. It is not surprising that one who had prepared himself so well should be the first to pass successfully through the Northwest Passage. This he did in 1903-04, passing from east to west and stopping to make tests and record findings in the vicinity of the magnetic north pole.

Amundsen planned to leave on a second trip to the Arctic in 1910. All was in readiness, but when word was received that the north pole had been reached by Robert Peary in 1909, Amundsen changed his plans and headed for the south pole instead. He left Oslo in Norway on June 7, 1910, just one week after Robert Scott had left England with the same purpose in mind.

A good voyage brought the Norwegian party to anchor in the Bay of Whales, Antarctica, on January 14, 1911. Scott had already established his base not many miles away on the west side of Ross Island. Like Scott, Amundsen and his men spent time in laying plans, making experimental

trips from the base, and setting up depots of food and supplies. He brought no ponies or motor sleds but pinned his hopes on dogs and skis.

Off for the pole

Amundsen started out for the pole in mid-October which, in that part of the world, is spring. They took four heavy sleds with about thirteen dogs to each, and provisions for four months. The same troubles lay in their way as were met by Shackleton and Scott—deep crevasses, slippery, sloping glaciers, bitterly cold south winds and blinding blizzards. They took special care to mark their caches of provisions with circles of flags stuck into the ice within a few miles of each depot. Another thing which proved helpful on their return trip was the snow beacons, or pillars, which they set up every few miles. By late November they had climbed the glaciers and came out on the high plateau, the highest in the world, where the south pole is to be found. By this time food was running low and the party killed and ate some of their dogs in order to keep up their strength.

The final dash, and success

It was December 14, 1911, when the party of five Norwegians came within a few miles of the south pole. Knowing that Scott was also driving for the pole, they looked in all directions to see if there were any signs of tracks or markers, but it appeared that they had the field to themselves. At three o'clock that afternoon the party came to a halt as their instruments showed that they were standing at the south pole, at the very bottom of the world. Amundsen showed unselfishness in allowing each of his men to place a hand with him on the staff of the flag that was planted on that spot. Amundsen



later wrote, "Pride and affection shone in the five pairs of eyes that gazed upon the flag as it unfurled itself and waved over the pole." A cairn was built and supplies and messages were left, which were found only a month later by Scott and his ill-fated party. The Norwegians returned to their base about five weeks later without having suffered serious loss, illness or accident.

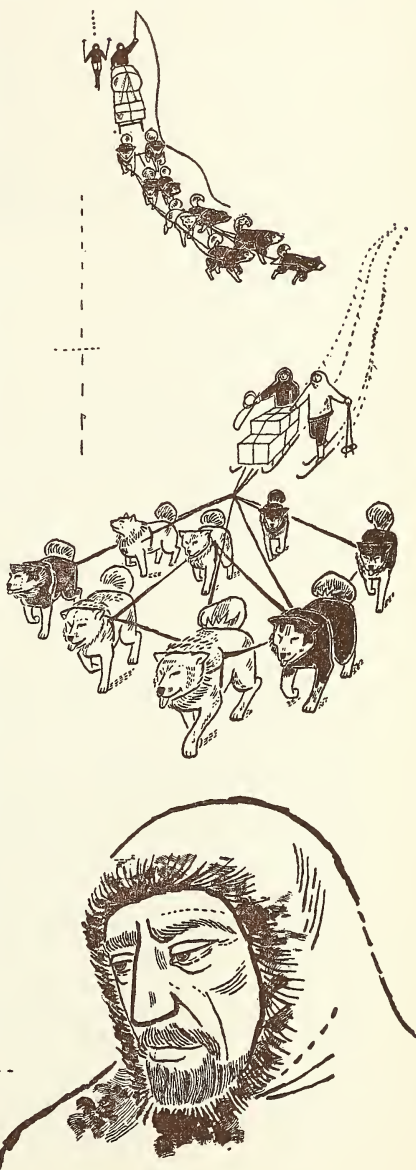
More about Amundsen

Roald Amundsen lived to reach the north pole as well, but this time he lost a race with the American, Admiral Byrd, by three days. Amundsen flew over the north pole in the giant dirigible, *Norge*, on May 12, 1926. Two years later this great man lost his life while searching the Arctic for another explorer who was lost, Umberto Nobile of Italy.

Richard Byrd, modern explorer

Explorers who followed after the time of Shackleton and Scott had the advantage of many modern inventions which had been developed during and after the period of the first World War. Motor cars and trucks, aeroplanes, telephones and radio were now ready to serve the needs of those who ventured into far-off places. One of the first men to make good use of all these things on his journeys of exploration was Richard E. Byrd, an officer of the United States Navy.

Byrd took an early interest in exploration, especially of the polar regions. During





Byrd at his camp

the war of 1914-18 he was in charge of an east coast flying base and proved to be one of the most daring and successful officers on submarine patrol. As early as 1918 he was planning to fly the Atlantic but was prevented from doing so until 1927. The year before he and his pilot, Floyd Bennett, had flown safely over the north pole and back to their base on Spitzbergen, beating the Norwegian, Amundsen, by three days. This was the man who was to be the first to fly over both the north and south poles, a record that in all time will be equalled by few.

First voyage to the Antarctic

In August of 1928 Byrd sailed from New York in his ship, *City of New York*, taking with him equipment to set up a radio station with broadcasting towers, several aeroplanes and tractors and great quantities of prepared foods and other supplies. The ship bucked great ice fields and anchored in the Bay of Whales late in December. Two ships had joined them at New Zealand and the cargoes of the three were unloaded with great care and a base established well in from the dangerous shore ice. When the various buildings had been put up and the radio towers erected, the whole camp looked like a village and was named Little America. It was quite usual for radio listeners to hear messages from the radio station there each Saturday night during the time that Byrd and his men were based at Little America.

Over the south pole

While several flights and land trips were made to study weather conditions and the mountains of the continent, the real purpose of the expedition was

to make an aeroplane flight over the south pole, and to that end many preparations were directed. Everything had to be in readiness, as good flying weather is rare at the south pole. On a day in late November their weatherman gave the all-clear signal and in a very short time the plane was off for the pole. All went well until they approached the high mountain range lying between Little America and the pole. Then Byrd's famous pilot, Balchen, discovered that the plane was too heavily loaded to gain enough altitude to clear the mountain peaks. Several bales of food were dumped overboard and the plane responded and rose safely over the range. The rest of the trip was without incident and the plane circled the pole several times before returning to the base. A small American flag was dropped over the pole and a radio message was sent back to Little America giving the plane's position. The historic date was November 29, 1929. At that moment Richard Byrd was the only man to have flown over both the top and the bottom of the world.

Shortly after this time the *City of New York* returned from New Zealand to pick up Byrd and his crew. They left little America with some sadness, as it had been their home for fourteen months. It can be said to the credit of Byrd that every care was taken of the health of the men. Not one had been lost.

Back again in Antarctica

Richard Byrd, who had been raised from the rank of Commander to that of Rear Admiral of the United States Navy, reached the great southern polar continent again early in 1934. Many of the men who had been with him five years before again joined the expedition. As their ship approached the Bay of Whales all hands peered anxiously towards the shore to see if any signs of Little America remained. The first tiny specks which they saw turned out to be the radio towers. Then the buildings took shape and soon the whole settlement was visible. After landing and unloading supplies the party moved once more into the quarters which they had left. Everything was found to be just as it had been left, with food still good in the storage huts and oil in the lamps.

Byrd had brought along several aeroplanes with which to make observations and to explore the continent. One important discovery was that Antarctica was one vast continent without any dividing water channel. The men also built a weather station about 120 miles south of Little America. Here Byrd himself spent four and a half months all alone during the

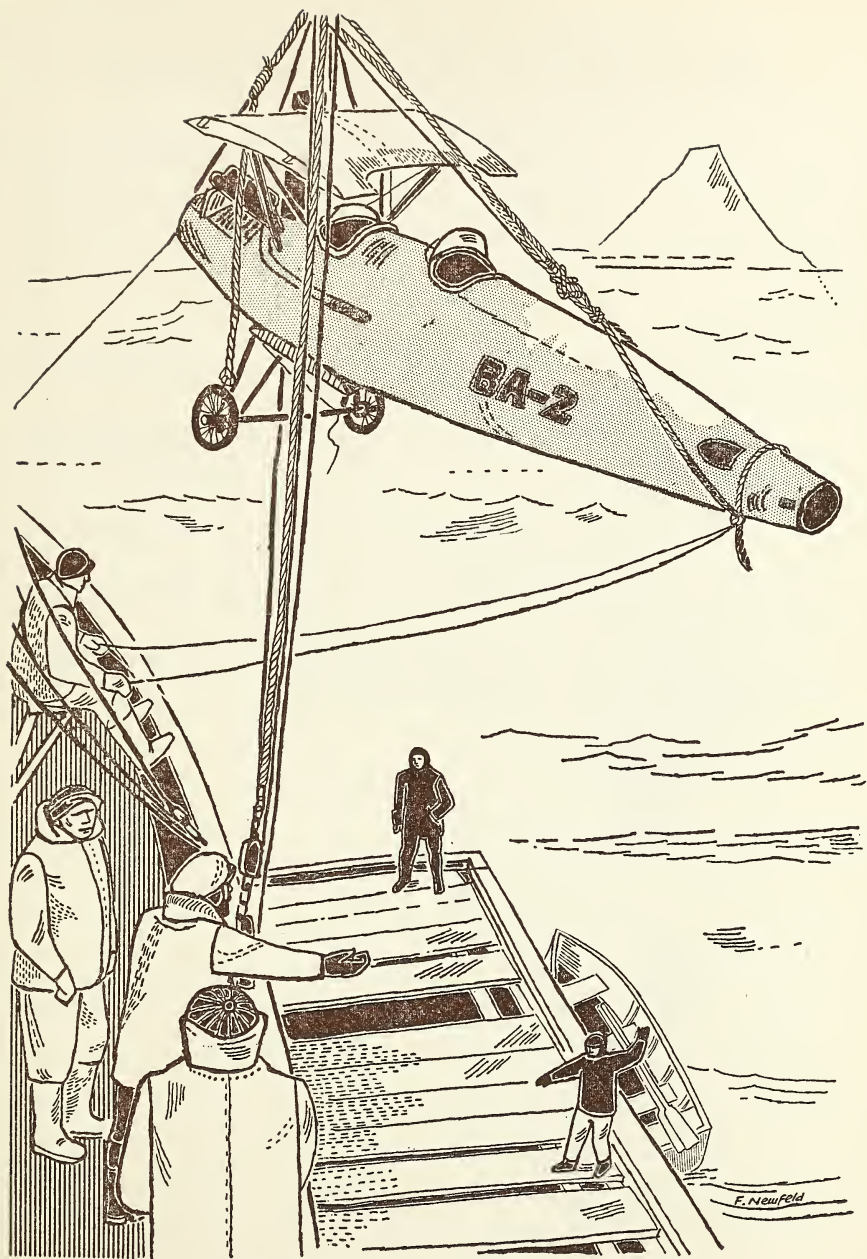
darkness of winter, making daily weather observations and keeping careful records. Finally he had to be rescued, as he had become ill from fumes from a kerosene stove; but the work he did has been of great value in helping to understand weather conditions in the southern hemisphere.

The short Antarctic summer brought the return of Byrd's ship from New Zealand. Imagine the happiness of the men who received their first mail from home in a year! But there were signs of the winter closing in early that year and there was need for much haste in loading and departing. Some of the heavier things had to be left behind, including one of the aeroplanes. Then the men said good-bye to little America and headed for the open sea. Byrd took back several of the smaller variety of penguins, but most of these did not live to reach New York. He did present one to the late President Roosevelt when he was received at the White House after his return home.

The continent of Antarctica lies down there at the bottom of the world still silent and uninhabited, as it will probably always remain. In museums in many cities of the world are relics and mementos of the journeys of great men who braved the worst weather and ground conditions in the world to bring to the rest of us a knowledge of that far-off and barren place. In the Ford museum at Dearborn, Michigan, one of Admiral Byrd's aeroplanes is on exhibition; Scott's last notebook is in London, where also are kept some sad reminders of the Franklin expedition. Wherever we are, or whatever we become, we shall always have reason to be grateful to brave adventurers of many countries who have made the story of our old world richer by their courage and daring.

Questions to Answer

1. In what ways could Eskimos be helpful to Arctic explorers?
2. What were the reasons for Peary's failure to reach the north pole on all trips before his last?
3. Who remained in Peary's party which finally reached the pole?
4. Why did Shackleton not reach the south pole on his first trip? on his second? on his third?
5. What was the sudden and unhappy ending of the fourth voyage?
6. Through what passage was Amundsen the first man to sail?
7. How can we account for things going so well for Amundsen on his journey to the south pole?
8. Why did Scott's ponies and motor sled not work out as he had planned?

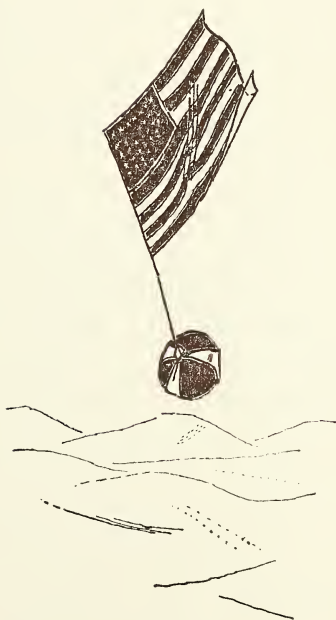


The unloading of an auxiliary plane at Little America

9. What is your idea of the village of Little America that Byrd set up on Antarctica? Describe it in your own words.
10. What were the reasons for Byrd's second trip to Antarctica?
11. Give the name of the discoverer and the date of the discovery of the north pole and the south pole.
12. What are the differences in physical conditions between the north and south polar areas?

Things to do

1. Make a sketch of one or more of these objects, or a scene including some of them: iceberg, ice floe, kayak, igloo, penguin.
2. Consult an atlas and an encyclopedia about the island of South Georgia and then explain to the class why this lonely, distant, and barren island is of present day use.
3. Write the brief conversation that might have taken place at the South Pole when Scott and his men reached it.
4. Make a sketch of Amundsen and his four men planting the flag of Norway at the south pole.
5. Four pupils, two to a side, might briefly debate the question: which pole presented the greatest difficulties to explorers?



INDEX

- Abyssinia, 135, 137, 138, 139
 Afghanistan, 11
 African Association, 139, 140
 Amazon River, 47
 Albert Nyanza, 173
 Amundsen, Roald, 206, 207, 208, 209, 210
 Andes, 47
 Antarctic Circle, 126, 203
 Antarctic Ocean, 127
 Antarctica, 203, 205, 212
 Arabs, 134
 Arctic Circle, 128
 Arctic Ocean, 128
 asbestos, 18
 astrolabe, 27
 Aurora Australis, 127
 Australia, 98
 Azores Islands, 65
- Baffin Island, 178, 182, 188, 190, 191
 Baffin, William, 188-191
 Bagdad, 15
 Bahamas, the, 63
 Baker, Samuel, 172-174
 Balboa, 72-76
 Bantus, 39, 134
 Batavia, 99, 101, 126
 Bering Strait, 128
 Bjarni, 53
 Bokhara, 14
 Bombay, 42
 boomerang, 125
 Borneo, 96
 Botany Bay, 123
 Brazil, 80, 90
 Bristol, 69, 71
 Bruce, James, 135-139, 166
 buccaneers, 103
 Burton, John, 167-170
 bushmen, 134
 Byrd, Richard, 209-213
- Cabot, John, 68-71
 Cabot, Sebastian, 69, 71
 Cadiz, 65
 Cairo, 136, 139
 Calicut, 40, 42, 44
 Calcutta, 42
 Canary Islands, 60, 65, 80
 Cape Bojador, 29
 Cape Horn, 92, 112
 Cape Non, 29
 Cape of Good Hope, 25, 34, 38, 84, 135
 Cape Verde, 30, 32, 38, 65, 80, 90
 Caravels, 32
 Carpentaria, 102
 Cartagena, 80, 81, 82
 Cathay, 14, 18
 Cebu, (King), 84
 Ceylon, 21, 42
 climate, 6
 Columbus, Christopher, 58-67
 compass, 27
 Congo River, 25, 134, 158-165
 Cook, Captain James, 120-130, 203
 Constantinople, 14
 Costa Rica, 66
 Crusoe, Robinson, 116
 Cuba, 103
- Da Gama, Vasco, 36-40
 Dampier, William, 109-115, 118
 Darien, 74, 76
 Davis, John, 181-183
 Del Cano, 84, 85
 Diaz, Bartholomew, 32-35, 37
 Dominica, 65
 Drake's Bay, 93
 Drake, Francis, 86-93
- East Indies, 96, 111
 equator, 7, 26, 42, 132
 Eric the Red, 51-54

- Eskimos, 49, 178, 179, 182, 188, 194
 Ethiopia, 137
 Ferdinand, King, 59
 Florida, 71
 Franklin, Sir John, 191-195
 Friendly Islands, 101
 Frigid Zone, 7
 Frobisher Bay, 178, 180
 Frobisher, Martin, 176-181

 Gambia River, 30
 Genoa, 23, 58, 68
 Gobi Desert, 12, 16, 17
 Gondar, 138, 139
 Grand Canal, 18
 Grant, Captain James, 170
 Great Barrier Reef, 124, 125
 Great Wall of China, the, 17
 Greenland, 51-52, 178, 181, 189, 199
 guanaco, 82

 Haiti, 63, 73, 106
 Hawaii, 128
 Hawkins, John, 86, 87
 Henry the Navigator, 28, 58, 140
 Henry VII, King, 69, 71
 Himalaya Mountains, 42, 167
 Hottentots, 38, 134, 148
 Hudson's Bay Company, 192
 Hudson, Henry, 184, 188

 Iceland, 51
 India, 11
 Indian Ocean, 25, 34, 93, 113, 125
 Indians, 49
 Iran, 12
 Isabella, Queen, 66

 Jamaica, 103
 James Bay, 186
 Java, 97
 Jerusalem, 14
 Jiddah, 137
 John of Portugal, King, 32
 Juan Fernandez, Islands of, 116, 117
 jute, 42

 Kalahari Desert, 149
 Kangaroo, 125
 Kashmir, 16
 kayak, 179

 Kogatin, 20
 Kublai Khan, 14

 Ladrones, 84
 Lancaster Sound, 189, 190, 194
 Lief the Lucky, 54-56
 Linyanti, 151, 152
 Little America, 210
 Livingstone, David, 147-157
 llama, 92
 Lualaba, 158, 163

 Madeira Islands, 30, 121
 Magellan, Ferdinand, 78-85
 Magellan Strait, 83, 89, 91
 Makololos, 150
 Malay Peninsula, 21
 Malaya, 78
 Maoris, 100, 122
 Maricaibo, 105
 Mecca, 134, 138, 144, 167
 Melindi, 40
 Mexico, 88
 Mississippi River, 26, 47
 Mohammed, 134
 Mombasa, 40
 Morgan, Henry, 104-108
 mosquito, malarial, 48, 142
 Mossel Bay, 34, 39
 Mozambique, 39

 Natal, 39
 New Guinea, 96, 125
 New Ireland, 101
 New South Wales, 124
 New Zealand, 100, 101, 123
 Niger River, 25, 131, 140-146
 Nile River, 133, 134, 136, 137, 138, 139, 166, 172
 North-West Passage, 176, 181, 191, 193, 207
 Nubian Desert, 139
 Nyassa, Lake, 153, 168

 Orinoco River, 66
 Ormuz, 15, 21

 Palestine, 15
 Palos, 60, 65
 Panama Canal, 47, 48

- Panama, Isthmus of, 73, 74, 88, 104, 106, 107
 Park, Mungo, 140-146
 Patagonia, 81, 82
 Pearl Islands, 76
 Peary, Robert, 198-202
 Peiping, (Pekin), 14, 18
 penguin, 91
 Peru, 88, 92
 Philippines, 84, 110
 Philip, King, 86, 93
 Pigafetta, 81
 Plata River, 81, 90
 Plymouth, 89
 Polo, Marco, 13-18
 Port St. Julian, 81, 90
 Porto Bello, 104
 Porto Santo, 29
 Portugal, 28
 Pygmies, 134

 Red Sea, 12
 Rio de Janeiro, 80
 Rockies, 47

 sagas, 53
 Sahara Desert, 133, 140
 St. Helena Bay, 38
 St. Lawrence, 47
 San Salvador, 63
 Santa Cruz River, 82
 Santo Domingo, 66, 73
 Sandwich Islands, 128, 129
 Scott, Captain Robert, 203, 205-207
 scurvy, 38, 83, 121, 126, 187, 189
 Selkirk, Alexander, 114-120
 Senegal River, 30
 Seville, 79
 Shackleton, Sir Ernest, 203-205
 Slave Trader, 148
 South Temperate Zone, 117
 Spanish Main, 86
 Speke, John, 167-172
 Spice Islands, 21, 79, 84, 93, 111
 Stanley Falls, 164
 Stanley, Henry Morton, 156, 158-165

 Suez Canal, 12, 13
 Sumatra, 21, 96, 112
 Sydney, 124

 Tagus River, 36, 45
 Tahiti, 122, 127
 Tanganyika, Lake, 155, 160, 168
 Tasman, Captain Abel, 98-102
 Tasmania, 99
 Temperate Zone, 7
 Thorwald, 56
 Tierra del Fuego, 82, 203
 Tigris River, 15
 Timbuktu, 144
 Timor, 114
 Torrid Zone, 7, 132
 Trinidad, 66
 Tropic of Cancer, 7, 96
 Tropic of Capricorn, 7, 96
 Tsetse Fly, 151, 152, 155
 Tyrker, 55

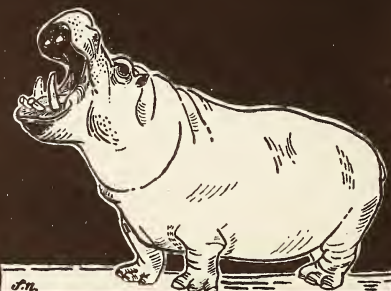
 Uganda, 169, 171
 Ukerewe, 168, 169
 Ujiji, 156, 168

 Van Dieman, 99
 Venice, 13, 68
 Venus, 121, 122
 Vera Cruz, 87
 Victoria Falls, 152
 Victoria Lake, 160, 161, 169, 170, 172
 Vikings, 50
 Vinland, 54, 56

 Watling Island, 63
 West Indies, 48, 65, 110
 Woodes-Rogers, 116, 118

 Yangchow, 17

 Zambezi River, 39, 150, 151, 152, 164
 Zamorin, 44
 Zanzibar, 155, 160, 168, 170
 Zulu, 149





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